

Cycling

WEEKLY

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clinches
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We've made the Dauphiné our own

These days the Critérium du Dauphiné has become a very British affair, with Chris Froome's win on Sunday the fourth UK success in five years. Bradley Wiggins started the run with back-to-back victories in 2011 and 2012, followed by Froome's first success 12 months later. If you're looking for lucky omens, then two of those Dauphiné victories were followed by Tour de France success.

Froome still reckons he hasn't hit top form but on the evidence of his riding in France last week he's now the man to beat when the big race begins in three weeks' time.

ITV couldn't have chosen a better time to debut the race, with Peter Kennaugh winning the first stage and holding the jersey for two days before Froome rounded things off with successive mountain wins.

Sunday's stage really couldn't have had more British interest. On any other day Steve Cummings's epic lone break would have made him the stage hero. He was still looking good with less than three kilometres to ride but then Froome's attack closed him down in a flash. It was a fight all the way to the line for Froome to overhaul Tejay van Garderen's advantage and then in the closing stages we were treated to the sight of Simon Yates attacking the chasing group, sprinting to second place and clinching the young riders' white jersey.

Froome may be this year's Tour

favourite but Yates has shown he's the heir apparent.

Robert Garbutt
Editor



Photos: Chris Auld, Andy Jones



Montvernier: new
Tour climb explored

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Tried and tested



Learn to train like
Mark McNally



Froome hits form as Tour approaches

“I’m exactly where I want to be,” says Sky leader after Dauphiné win

Chris Froome’s first words to his coach Tim Kerrison minutes after winning the Critérium du Dauphiné in a nail-biting final stage are unprintable in a family magazine, but should only raise a smile among his fans — and trepidation among his rivals.

Froome’s euphoric reaction to his second Dauphiné win ahead of a number of key Tour de France rivals was a measure of how important this victory was to him and Team Sky.

He finished the race with two consecutive mountain stage wins to his name and, courtesy of time

bonuses, a 10-second margin over BMC’s Tejay van Garderen.

Perfect preparation

“The team had some highs and lows this week, like at the team time trial where we lost 35 seconds but the boys responded well,” Froome said, once he’d gathered his composure.

“On the stage to Villard-de-Lans when [Vincenzo] Nibali and [Alejandro] Valverde attacked, that was a hard day, but we took the race in hand and on the final stage, they [Sky] made life really hard for Tejay. The hard work paid off and I’m really happy.”

Froome’s delight was clear to see, given that he hadn’t had a stellar season thus far. Although he claimed a narrow win ahead of Alberto Contador at Ruta del Sol early this year, he was sidelined by illness in the spring and lost out to Ilnur Zakarin at the Tour of Romandy.

“I’ve done things a bit more slowly this year, but today I’m exactly where I want to be,” Froome said. “There are three weeks to the start of the Tour and there are still a few small details to sort, but three weeks gives me time to spend at home, to make sure I start the Tour fresh.”

■ Race report starts page 64.



Yates shines with Dauphiné top five

A year on from his twin brother Adam taking sixth place in the Critérium du Dauphiné, Britain's Simon Yates put in a strong final weekend performance to finish this year's race fifth, at 1:33 behind Chris Froome.

The Orica-GreenEdge rider finished second on the mountaintop final stage and also came away with the white jersey of best young rider, relegating rising French star Romain Bardet (Ag2r).

Yates, predictably, wasn't particularly interested in the ancillary competition, as he had his eyes and ambitions fixed higher.

"I didn't have quite the same legs as yesterday but I'm happy with the result," he said after the final stage. "It wasn't just a battle against Bardet for the white jersey. I wanted to beat as many guys as I could on general classification, even Rui Costa, but that didn't work out. Had I been promised to finish fifth overall at the start of the week, I would have signed for it."

Meteoric rise

Following up from strong showings in the Tour of the Basque Country (fifth overall) and Tour of Romandy (sixth overall) this season, his Dauphiné performance is further confirmation of the 22-year-old's talent.

And next up for Yates is the Tour de France. "I'll ride the Tour, but I don't have any specific goal," he said. "I won't ride for the general classification, but I'll look for breakaways to try and win a stage."

MY VIEW...

Kenny Pryde

Cycling Weekly contributor

The Dauphiné might (sadly) be seen as a Tour de France warm-up, but we still got flat-out racing from Chris Froome, Tejay van Garderen, Vincenzo Nibali and Simon Yates. With Alberto Contador and Nairo Quintana to add to the Tour mix, July should be spectacular.





Velothon Wales prevails

New Welsh event a success despite tack sabotage

Sophie Hurcom

Despite some resistance from local protesters, Wales took its turn to showcase its cycling credentials to the world at the inaugural Velothon Wales last Sunday.

Following on from the success of RideLondon and Yorkshire's embrace of cycling, more than 13,000 cyclists basked in June sunshine in Cardiff to revel in the closed-road sportive, before a UCI-ranked pro race took place, won by Danish pro Martin Mortensen of

Cult-Energy Pro Cycling, who survived a breakaway to win solo.

However, the day was slightly tarnished after tacks were found early on the route of the 140km sportive in Caerleon and Caerphilly, with a number of cyclists reporting punctures and riders being forced to dismount and carry their bikes. One rider posted on Twitter that he had crashed due to the pins.

Cathy Johnson, who came from Bedford to take part in the event, said: "There was tacks for probably 400-500 metres on the road and there was quite a

few punctures; everyone got off and walked. We were clearing them as we went through."

The event faced controversy in the build-up from some local residents and businesses unhappy with the communication over road closures and a loss of custom. Organiser Andrew Taylor said: "You're not going to satisfy everybody and we'll do everything we can. We'll work with the local authorities, we'll continue to work with the Welsh government and we'll continue to do all of our communications as well as we can."

Planners gear up for 2016

Days after its inaugural event, organisers of Velothon Wales are already planning for bigger and better things next year, with the aim to attract higher calibre pro riders to race along with a potential professional women's race.

Held on the same weekend as the Critérium du Dauphiné and Tour de Suisse, the Velothon Wales pro race was always going to struggle to attract WorldTour riders, despite its 1.1 UCI ranking, something that organiser Andrew Taylor said they are looking to amend for 2016.

"We're aiming to get a date that is clearer from a UCI perspective, which will allow us to get a better standard of professional teams," he said. "That wasn't the focus so much this year but certainly next year to actually have a very high quality professional race and I think that we'll achieve that with the date we've applied for."

"We're also looking at the potential to do a professional women's race as well, it's something we've applied for with the UCI."

With a looping route that started and finished in Cardiff, travelled through Monmouthshire and included two climbs up the Tumble and Caerphilly Mountain (both featuring in recent editions of the Tour of Britain), the roads used for Velothon Wales proved conducive to exciting racing. It was on the first ascent of the Tumble that the pro race came alive with repeated attacks, while by the time the peloton reached the final climb of Caerphilly Mountain, with just 12km to go, the race-winning move had gone clear.

Darren Tudor, head coach at Welsh Cycling called it "a fantastic event for Wales" and praised the course on offer. "With this event there seems to be a little more — because it's a one-day race as well, like the Nationals — there's that little bit more hype, little bit more pressure to make sure that you perform on the day," he said.

MY VIEW...

Sophie Hurcom

Cycling Weekly news writer

For a first event, Velothon Wales proved a hit among the 13,000 sportive riders and pros, and there was a carnival atmosphere in the Welsh capital all day. Now the sixth UCI-ranked race on British roads, with a challenging sportive on closed roads to match, things can only get better from here.



Despite the incident, the atmosphere in Cardiff was joyful, and riders were quick to praise the support along the route. Darren Franks, 35, from London rode the 140km route. "It was superb, lots of people whistling, ringing bells, waving, cheering," he said. "I think the people who are upset are probably the most vocal, the people who are supportive probably don't shout about it — till the day! And they really did shout today."

The 1.1-ranked pro race was also deemed another step forward for the British racing scene, despite the lack of any WorldTour teams riding.

With Mortensen's team-mate Russell

Downing claiming fourth, Cardiff's own Owain Doull (Team Wiggins) was the second-best placed Brit in the race, finishing in 11th place. He described his day as surreal: "I was leading the chase group past my house with about four kilometres to go and I was just getting goosebumps — I glanced across and saw my nan having a cup of tea."

"It's massive; a couple of years ago you only had the Tour of Britain and the Premys [Premier Calendar]. Now you've got a couple of UCI races, Tour of Britain, Tour de Yorkshire, RideLondon and now this as well. It builds a really nice calendar for the UK scene."

Madison make a splash in Bath

Hammond's men take first title in three years



Nick Bull

Madison-Genesis won their first Tour Series title in Bath last Thursday, albeit with the help of bad luck that befell rivals One Pro Cycling in the final counting event.

In the closest overall battle in the series' seven-year history, the two teams were tied on points going into the final round.

However, as this year's amended rules — that have

divided opinion among numerous team managers and riders — used the aggregate time of each team's five riders to determine each round's results, Madison effectively clinched the title when One's Yanto Barker crashed heavily after his fork steerer snapped in the opening laps around the historic city.

Polish rider Marcin Białobłocki salvaged some glory for One by soloing to take the individual win, but Madison's riders stayed out of

trouble to take the team prize on the night and with it the overall title for the first time in its three-year history.

"It has been a really hard few weeks both physically and emotionally for the entire team," said team manager Roger Hammond.

"I'm hugely proud of the way the team rode; in times of adversity they never gave up, fighting to the bitter end, in what at times looked like fruitless tasks, but their passion eventually reaped

the rewards they deserved."

Pedal Heaven, a non UCI-ranked squad comprising largely of part-time riders, proved the series' surprise package by finishing third.

Same again next year

After the close battle at the top of the standings, a change of format looks unlikely for next year's series. "You couldn't have scripted it any better, two of the best teams in the country coming into the final round level on points," said



Guest column

Dame Sarah Storey



“Another tick off the bucket list when we set off on the Aviva Women’s Tour to take on some of the world’s top female cyclists”

The Matrix Fitness Grand Prix Series came to an end with Pearl Izumi-Sports Tours International taking the team prize for the second year running. But, unlike last year, we didn’t lead from start to finish, so the series proved a strength of our character and our ability to pile on the pressure in races.

We clawed back the deficit from being outside the top four after round one in Redditch, and both there and in the Croydon event, we had some really bad luck with crashes caused by other people — most publicly when I collided with a spectator in the latter round.

As cyclists we get used to being accused of riding too fast when angry motorists, who can’t shave three seconds off their journey time by overtaking, get stroppy at the next traffic lights. So to be accused of it on a closed circuit where the spectator had jumped the barrier was something I just about had time to chuckle about!

Last month our team travelled to the Tour of California and had a great time pitching ourselves against some of the world’s best on some of the toughest terrain in women’s bike racing. Stage one tackled a loop of Lake Tahoe with a 15-mile climb to the summit of the second Queen of the Mountains point of the stage. It was a privilege to climb on the podium as the holder of the polka-dot jersey after a breakaway on that stage, and another tick on my bucket list of places I wanted to race.

Another tick will come this week when we set off on the Aviva Women’s Tour to again take on some of world’s top female cyclists. Home support is so amazing to experience, and stage five will feel familiar because I have trained on those roads when staying at my auntie and uncle’s house in Berkhamsted, Hertfordshire.

My final race before this though was a time trial in Slovenia and my favourite part of that was the thumbs-up I got from my daughter, Louisa, as I sat on the start ramp. Seeing her cheer and getting excited about our sport is just as good as crossing the line first. Fingers crossed I can give her something extra to cheer about this week!

Dame Sarah Storey is the most decorated Paralympian in the modern Games’ history. *Sex and the City* is her other specialist subject

series director Mick Bennett.

“I hope it speaks volumes for the way we changed the format. We sat down with the managers, team, riders, TV to change format so that not only five riders count at each round, but also that team managers buy into the tactics that are required.”

Wiggle-Honda’s Dani King warmed up for this week’s Women’s Tour by taking the final round of the Matrix GP Series on the same night, as Pearl Izumi-Sports

Tours International sealed the women’s team prize. Giordana-Triton placed second overall, but won the individual standings courtesy of Nikki Juniper, who survived a late puncture to clinch that prize.

CW columnist Dame Sarah Storey took the individual win in the series’ other round last week, soloing to victory in Peterborough after a combative performance from her Pearl Izumi-Sports Tours International squad.

LAST WEEK

Monday June 8

Italian press reported that next year's Giro d'Italia will start in the Netherlands. *Tutto Bici* said that the city of Nijmegen will host the Grande Partenza.

Tuesday June 9

Jessie Walker joined the Italian UCI-ranked Servetto-Footon squad. The 20-year-old, who started 2015 riding for Matrix Pro Cycling before switching to RST Racing, is expected to make her debut for Servetto in Saturday's Giro del Trentino (June 20).

Wednesday June 10

Transport for London revealed improved plans for its flagship Cycle Superhighway 1 scheme following a public consultation. The route, which runs between Tottenham and the City, will include new segregated lanes and major enhancements to numerous junctions.

Thursday June 11

Alexander Kristoff (Katusha) won for the 17th time this season at the GP du canton d'Argovie. The Norwegian beat home favourite Michael Albasini (Orica-GreenEdge) and Davide Appollonio (Androni Giocattoli-Sidermec).

Friday June 12

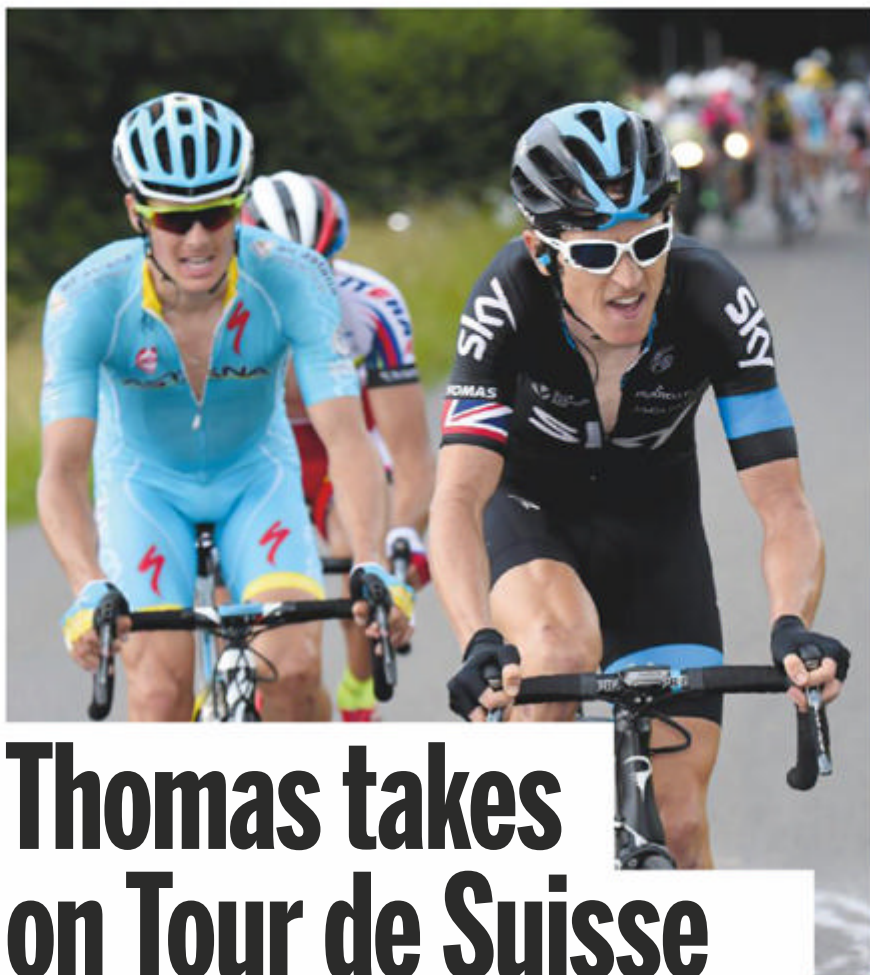
Former world number one Emma Johansson (Orica-AIS) took the first of her two stage wins at the Emakumeen Euskal Bira stage race in Spain. The Swedish rider placed third overall, just two seconds behind winner Katarzyna Niewiadoma (Rabo-Liv)

Saturday June 13

British tandem duo Lora Turnham and Corrine Hall took victory in the time trial at round two of the Para-cycling World Cup in Switzerland. The duo, who took the world title in the discipline two years ago, won by just two seconds.

Sunday June 14

A final day breakaway with fellow Brits Dan McLay (Bretagne-Séché Environnement) and Matt Gibson (GB) helped Josh Edmondson (An Post-Chain Reaction) claim the final stage and the overall in the Ronde de l'Oise.



Thomas takes on Tour de Suisse

Welshman Geraint Thomas made a prominent return to racing at the opening stages of the Tour of Switzerland last weekend as he produced some attacking riding to put him at the sharp end of the race.

The nine-stage race is his first since the Tour of Romandy in early May and follows a training camp in Tenerife with Team Sky where he shaped up to become a key lieutenant in Chris Froome's Tour de France squad.

Thomas's overall win at the Volta ao Algarve and fifth place at Paris-Nice this spring showcased his GC ability and the Welshman again displayed his attacking instincts on the second stage on Sunday.

This year's E3 Harelbeke winner twice launched attacks on the final ascent of Michaelskreuz inside the final 15km only to be reined back in. Nevertheless, he finished in the lead group of eight behind Lampre-Merida's Kristijan Durasek, who sprang clear in the final kilometre to win the stage by four seconds.

That meant Thomas moved up to

second overall, seven seconds behind Tom Dumoulin (Giant-Alpecin), who won Saturday's 5.1km prologue by two seconds from Fabian Cancellara (Trek-Factory Racing), with Thomas in 10th.

Thomas remained aggressive in Monday's stage that culminated with a moderate ascent, gaining yet another top 10 finish with sixth. However, time bonuses for stage winner Peter Sagan (Tinkoff-Saxo) and second-placed Daniel Moreno (Katusha) pushed the Sky rider to fourth overall at the same time difference.

Thomas's team-mate Sergio Henao, a pre-race favourite, was more than a minute off GC after a poor weekend, but Thibaut Pinot (FDJ) and Simon Spilak (Katusha) were also highly placed.

Mark Cavendish (Etixx-Quick Step) was eyeing up stage victories in the two — possibly three — sprint stages that he will contest against Sagan and the only man bettering his win tally of 13 this year, Katusha's Alexander Kristoff.

The race ends on Sunday with a 38.4km time trial in Bern.

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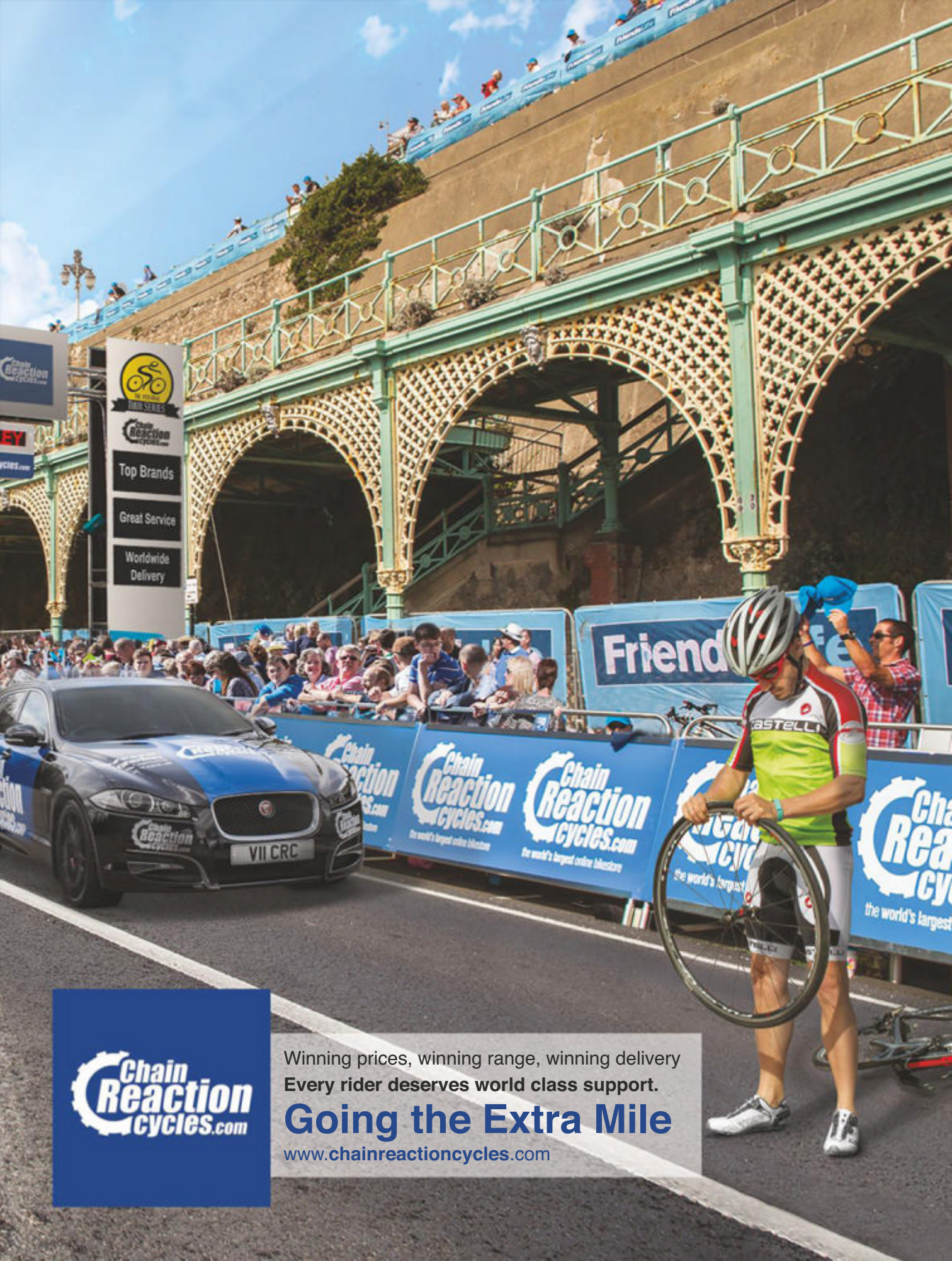
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New crit venue for Oxfordshire

Immaculately surfaced local airfield proves perfect to meet growing demand



Smooth surface and safe run-off is ideal

Richard Abraham

Home to what is reported to be the best tarmac surface for bike racing in the country, a sold out opening round of criterium races was due to take place on the closed circuit in Enstone, Oxfordshire, for the first time last night (Wednesday, June 17).

Organised by Zappis CC, the 'Coppa Zappi' series of midweek evening crits are the first races to head to the track, located on the Enstone airfield, and meet a growing demand for racing around Oxford.

"For clubs in the Oxford area there was a real lack of a closed circuit facility," said event organiser Tony Gray. "We had to head to Hillingdon, Milton Keynes, Castle Combe or the track at Reading.

"We've been trying to find somewhere for a while and it almost came down to a case of looking on Google Maps," he added. "To come across this was fantastic. It's a technical little circuit with a clean run off and the surface is good."

The 1.2km circuit with a mixture of straights, flowing bends and tight corners had in fact already been used for cycling when British Cycling recently filmed promotional material for its RaceSmart safety initiative on it.

The leaseholder at the track is Vision Motorsport, who organises motorsport track days and events. Shelley Nutt, the company's director, explained that cycling fitted in well at the track due to noise restrictions at evenings and weekends curtailing motorsport events. As for the track itself, she added that the porous surface asphalt was resurfaced in 2007, receives very light use and lots of regular sweeping.

"The cycling has been a recent thing for us but its come along and it works well," she said. Gray added that the club was hoping to use the series as test events before running more events at the facility alongside other local clubs.

"They [the leaseholders] are really keen to see cycling develop what they do," he said.

Podium place for Blythe in Korea

Adam Blythe placed third in last week's Tour of Korea after helping his Orica-GreenEdge team-mate Caleb Ewan to four stage wins and the overall title. Blythe also placed third and fourth behind Ewan in sprint finishes on stages four and three having led out the promising Australian. Five weeks after placing 10th at the inaugural Tour de Yorkshire, Richard Handley (JLT-Condor) finished fifth overall, 51 seconds behind Ewan.

Petacchi says farewell to the peloton

Italian sprinter Alessandro Petacchi retired for the second time in two years, but insists this time it's for real. The 41-year-old, who won stages in all three Grand Tours, told the Italian *Tutto Bici* website: "I raced a lot, I won a lot. Now, I don't want to pedal without a goal. I feel like the moment finally arrived. I'll stop without regrets." Petacchi briefly hung up his wheels in 2013, before joining Omega Pharma-Quick Step to bolster Mark Cavendish's sprint train.

Osborne condemned for slashing cycling budget

Cambridge MP Daniel Zeichner has criticised Chancellor George Osborne's decision to significantly cut the Cycling Ambition Cities programme. It last week emerged that £23m will be slashed from the scheme's original £114m budget, which was one of the Liberal Democrat's flagship policies and aimed to boost cycling in eight English cities. Zeichner said: "We should be investing in sustainable, active and affordable travel for people across the city."



Gary Verity will be knighted in the New Year

Cycling figures to be honoured

Roger Geffen, campaigns and policy director at CTC, will become an MBE after being awarded for his services to cycling in the Queen's Birthday Honours. Sustrans's chief executive Malcolm Shepherd was awarded CBE for his 24-year contribution in protecting the environment and improving people's health, while Gary Verity receives a knighthood for his work on Yorkshire's successful Tour de France Grand Départ.

Photos: GCN, Andy Jones

Brits Abroad

Alistair Slater, 22

An Post-Chain Reaction, Buggenhout, Belgium

Where are you? East Flanders, which is good for riding. It's a convenient location as we're in a team house which is close to the whole team set-up. I'm an all-rounder so I don't find anything too difficult, except the big mountains.

What's the racing like? I like the Classics style of racing and the fighting for position because race knowhow can be more important than legs. Attacks are relentless in France and only this year I realised I prefer Belgium.

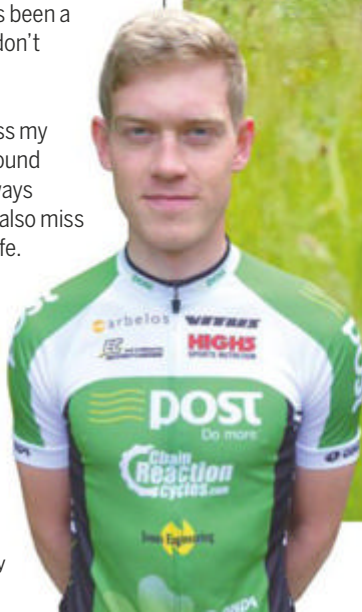
How's the form? In general I'm pleased. I've not had a top result this year but we're racing against high-class riders and in the spring we were racing Belgian semi-classics against WorldTour riders. Hopefully something will fall my way.

What have you learnt? Because I've lived in France and raced in various countries I've picked up little bits of different styles of racing. Races on the Continent are very different to the UK, with lots more race tactics to weigh up.

How's life? Being in a team house gives me the opportunity to really focus on my riding and I'm surrounded by great lads. *Game of Thrones* has been a boredom-saver when we don't head into the local town.

Anything you miss? I miss my local group for training around Bourne — home roads always seem better, don't they? I also miss speaking in English in a cafe.

What's next? Bourne is near to Lincoln so the Nationals is my 'home' race and a major goal. The Tour of Britain is the best race I've ridden [in 2013], so selection for that is a target.



Bottrill to bow out on top



Star man — Bottrill races past the Lovell radio telescope at Jodrell Bank on his way to his third 50 title



Snowdon Sports

Matt Bottrill may have taken his final National 50 Championship on Saturday after he revealed he was searching for new challenges.

The 37-year-old, who clocked 1:41.22 on his way to victory by more than three minutes in Cheshire, says he intends to take up triathlon for the 2016 season.

“I think I’ve reached the pinnacle of what I can do in time trialling and I’m at the point where I want new goals,” Bottrill said. “It will be nice to try something different.

“Since the end of last year I’ve been thinking about it a lot. 2014 was a

textbook year, and I felt I was never going to beat it, so I wanted to look for new challenges.

“I will always ride time trials, but I’m going to step down from national-level stuff. I may find I don’t like it and I come back, but I’m not getting any younger and need to do this now.

“I have no idea what my running and swimming are like, but that’s part of what excites me — it’s a total unknown. For now I’m really looking forward to the rest of this season, and will be riding the British TT Championships and the National 10 and 25.”

Riding his first 50-mile time trial, former national hill-climb champion Matt Clinton (Mike Vaughan Cycles)

took second with 1:44.32, while Brett Harwood (Terry Wright Cycles) was 15 seconds further back in third in the event, staged in the shadow of Jodrell Bank observatory.

In the women’s title race in Shropshire on Sunday Julia Shaw (Drag2zero.com) secured her ninth title in 11 years when she clocked 1:53.09 to beat 2014 champ Hayley Simmonds (Velosport) into second.

“I got a time check at about 20 miles and I was 40 seconds down on Hayley,” said Shaw. “That was a wake-up call for me! For the last 10 miles I really hammered it.”

Simmonds crossed the line in 1:54.22, while Angela Hibbs (Team Wattcycle) took third.

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To do this week...

Film

Film premiere *Battle Mountain: Graeme Obree's story* Edinburgh, June 24 & 25, 8:45pm

The Flying Scotsman's attempt on the world HPV speed record in Nevada, USA, aboard his homemade creation 'the Beastie' captured the imagination. The two first ever showings of David Street's documentary into the attempt takes place at Cineworld Edinburgh as part of the Edinburgh Film Festival. Tickets £10/£8 at po.st/ObreeFilm; early booking advised.



Ride

Until the sun sets

Saturday night (June 21) is the shortest of the year: on the summer solstice, there's nothing better than making the most of the daylight and riding your bike long into the evening along quiet, twilight lanes. The sun sets at 9:22pm in London, 9:34pm in Cardiff, 9:42pm Manchester and 10:03pm in Edinburgh.

Watch

Bike racing

It must be one of the year's busiest weekends for bike racing. The final two stages of the Aviva Women's Tour head from Broxbourne to Stevenage (June 20) and Marlow to Hemel Hempstead (June 21) while the Beaumont Trophy UCI race and Curlew Cup take place on June 21 in Northumberland.

This weekend there are cycling festivals in Edinburgh (June 18-21), Malton, North Yorkshire (June 21), the Eroica Britannia in Bakewell (June 19-21) plus filming will take place for a cycling-themed Midsomer Murders at the Wallingford Festival of Cycling, Oxfordshire (June 21). There's even grass-track racing at the York Rally.

Read

Ventoux by Bert Wagendorp

A group of friends recreate a fateful bike ride up Mont Ventoux, which, 30 years earlier, was the site of a tragic accident. A bestseller in his native Netherlands, Bert Wagendorp's novel *Ventoux* has been called hilarious, stirring and feel-good and has recently been translated into English. www.worldeditions.org; £10.99

Photo: Rick Robson

Weekly column

Rob Hayles



"A workshop was, and is, my happy place. The classroom? Not so much"

As a child, I grew up making things. Building things with Lego, doing woodworking, making Airfix model kits... anything that involved me taking a pile of bits and putting them together into something that resembled something else. Problem-solving was something I was good at, as long as it involved my hands, that is. A workshop was, and is, my happy place. The classroom? Not so much.

As a bike rider this skill stood me well. Way back in 2000, when I first started working with carbon-fibre, I redesigned my bars for the Olympic pursuit. A few years later I adapted my shifters to work better during sprinting. I once made a phone case out of the black stuff. It worked great, honest! Not only did it protect the phone from scratches, it also shielded it from WiFi. Hence why I only made one. And my VW van had the coolest wing mirrors ever.

So nowadays, when the kids come home from school and need something making, whether it be a musical instrument made of empty pots or a rain catcher made from an old lemonade bottle, well I'm all over it like a rash. "Come on kids, let's see what's in *The Workshop*". At times I have to be careful not to push my industrious nature too much, just to even things up with their academic work. It's not often that I take charge of the maths or spelling homework.

Lately I have been able to tinker to my heart's content. My carbon-fibre repair business, Re-carb, was ticking along nicely up until a few weeks ago. Now it seems every Tom, Dick and Harry is out breaking bits off their pride and joys. From top tubes and stays to tri-spokes and deep section wheels; my fair hands have now worked on them all. At this rate I'm going to have to start employing staff. Now there's an idea! The kids' school projects could all revolve around my business plan. Is it still classed as child labour when they're your own?

Former double world track champion, Rob Hayles is a pundit for TV and radio. He's also a coffee connoisseur and garden shed inventor

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Spotlight still on Armstrong

Disgraced rider makes headlines again as Tour charity ride approaches

Lance Armstrong was yet again back in the news last week when several media outlets published interviews with him and a trailer for the long awaited Steven Frears biopic was released. The disgraced Tour de France rider was hosting media at his Colorado home ahead of joining former England footballer Geoff Thomas on his One Day Ahead ride around the Tour de France route, while a preview of *The Program* was published on YouTube.

He's crawled out of the woodwork once more. Why now?

The Tour is on the horizon — always a good time to stoke up a bit of publicity for your cycling related project. Thomas has invited Armstrong on his ride in a bid to raise £1 million for Cure Leukaemia.

What has Armstrong been saying?

Despite the revelations and confessions, Armstrong is still staunchly arguing his



case. He's taken a shot at UCI President Brian Cookson for criticising his decision to ride the Tour route when the sport has TUE and licence issue to address, and feels so unjustly singled out as "the biggest fraud in the history of sport" that he compares himself to Voldemort, a character in Harry Potter that no one will talk about.

Why are we talking about him?

Because you, dear reader, are fascinated by him. Armstrong articles are always a hit on our website. People can't

get enough of Lance — or at least his story. Even you are already halfway through reading one!

Why doesn't he just do something different?

In a piece in the *Daily Telegraph*, Armstrong admits that he has "more or less" fallen out of love with cycling — does not watch it, will not follow it on Twitter and barely rides on the road anymore. But he still has a wealthy lifestyle to maintain, wants to be allowed to compete in triathlon and, most of all,

craves to work again for his Livestrong cancer charity — hence the link up with Thomas. He argues his pariah status in cycling "can't be the case forever".

Doesn't he stand to lose all his wealth?

He's already settled some cases but the big one hanging over his head is the \$100 million 'whistleblower case' brought by the US government and Floyd Landis. Armstrong admits it would ruin him financially but, as well as questioning whether it's right that Landis stands to win \$33 million, asserts that he is confident in his defence.

What are we likely to learn from the film?

Nothing according to Armstrong — who argues broad coverage and the investigation of his cheating has exposed everything worth knowing. What it does appear to offer is a painstakingly detailed dramatic recreation of his rise and fall, with Ben Foster putting in a remarkable portrayal of the Texan.



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THE BIG QUESTION

In your opinion, what was the hardest ever stage of a Grand Tour?

The final time trial in the 1989 Tour de France. Why was it the hardest? Because the overall was at stake and racing doesn't get any harder than that. It may not have been the hardest for every rider, but it was for two of them.

Scott Ilg

Eddy Merckx and Bernard Thévenet riding the Puy de Dôme in the 1975 Tour de France. I rode up it circa 1980. It was not fun.

Harry Webb

Stage 10 of the 1910 Tour de France, the first time in the Pyrenees: 326km and over 6,000m of climbing including Peyresourde, Aspin, Tourmalet, Soulor, Aubisque and Osquich. No lightweight, 22-speed bikes back then.

Dean Webb

The bit where I got up off the sofa and stubbed my toe on the way to the beer fridge, only to find... it was empty!

Mark Cosnett

Doesn't matter. This year's Vuelta a España stage 11 will be the hardest ever.

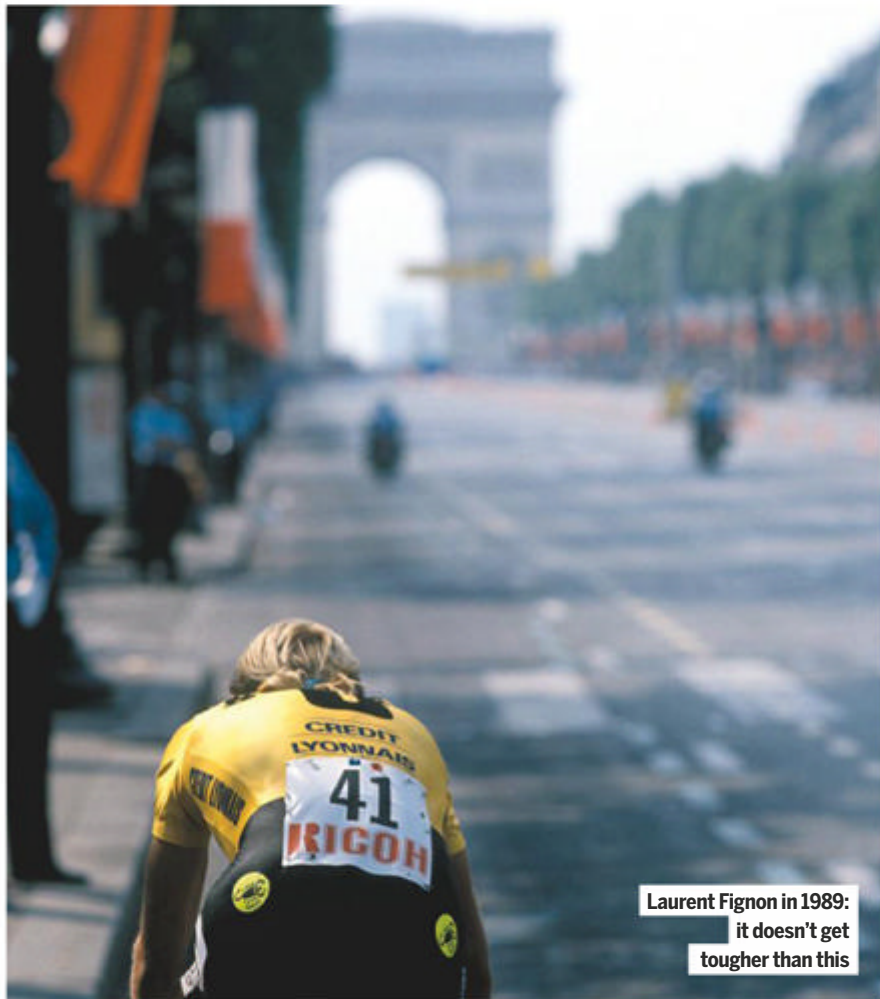
Ma Bl

In terms of the most influential on a general classification result, it has to be stage five of the 2014 Tour de France, because although no one won the Tour that day, many certainly lost it.

Eddie Davies

1988 Giro d'Italia stage 14 over the Passo di Gavia, won by Dutchman Erik Breukink and general classification by Andy Hampsten. *La Gazzetta dello Sport* dubbed it "the day the big men cried".

The riders were wearing hats of snow, gloves of ice and shoes didn't matter, as the feet were numb anyway. If you were ever caught by the cold while descending on a bicycle, you kind of know what this



must have been like at the end of a long day in the saddle.

Cycling Tenerife

1985 when the Tour de France rode Roubaix.

Mike Barrera

Greg LeMond's final time trial into Paris 1989... surely the hardest stage ever.

Dan Coulson

The day Claudio Chiappucci attacked

in the Alps on the way to Italy and the rest had to chase him for miles — even Miguel Indurain cracked. Think it was maybe 1992 Tour de France [it was indeed — stage 13, ed].

Mark Hancock

Next week's big question...

What advice would you give someone looking to buy a new road bike? Reply to us at cycling@timeinc.com or at www.facebook.com/CyclingWeekly

Letters

Letter of the week
wins a Lazer O2
helmet worth £69.99



Decent driver

STAR
LETTER

Just over a week ago, I was on my way to my local bike shop to get the gears adjusted on my road bike. I reached the end of the cycle lane and was sitting at the give-way sign waiting to rejoin the main carriageway, when all of a sudden I felt the bike jolt forward. Luckily I was able to get off and lay the bike down before the man came forward again, hitting my rear wheel.

After he had realised and stopped, he said he had been looking at a gap in the traffic and hadn't seen me. He apologised and admitted it was his fault. He gave me his insurance and contact details. I spoke to his insurance company later that day, who said he had already reported it.

I went to see the bike shop, who priced up everything: rear wheel, mech, hanger and cable. A week later, I had been sent a cheque paying me for the damage. There are some decent car drivers out there.

Barry Stocking, email

Don't blank me

Like Tim Newland (*CW*, June 4) I too have experienced being blanked by other cyclists, presumably because I don't ride a Pinarello or similar. When I lived in Windsor, most cyclists said hello or nodded, but one guy completely ignored everyone — except when he had a mechanical one day. I ignored him hoping he had a long walk back. Served him right!

More recently, on the A57, I saw two 'posh' cyclists stopped at traffic lights. When the lights changed, a car carefully overtook

them allowing at least three metres of clearance. The language of these wonderful ambassadors for our sport turned the air blue. No wonder we get a bad reputation.

Alan Bouskill, email

Women's clubs OK

What a good thing it was to read about the Leicester Women's Velo (*CW*, June 4). I do hope they do not get criticised for being non-PC by restricting the membership to women. If women, or men for that matter, feel more comfortable doing their cycling in a single-sex environment, they should have the right to do so without censure.

There are many perfectly legitimate reasons for single-gender groupings in sport, and I am sure many of the LWV members get tremendous benefit from such an arrangement.

I know of women who have struggled to find cycling companions with whom they feel at ease, and I feel sure it would benefit many other female cyclists if this club set-up could be replicated around the country.

Tom Plowman, email

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Let Lance ride

I agree with Geoff Thomas when he claims that Lance Armstrong deserves a shot at redemption, and that raising money for leukaemia research through a charity bike ride is the perfect way to do this. Lance bullied people throughout his career — bullying him back is starting to look pretty unseemly.

Kim Crosby, email

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Johnny Helms was *Cycling Weekly's* resident cartoonist from February 1946 until November 2009.

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The Lacets de Montvernier

3.4km long, 277m high, and 18 hairpin bends...
the Tour de France has a new Alpine darling

Words: Richard Abraham Photos: Daniel Gould Illustration: Ian Moores





Everything about riding in the Alps is big. The roads are wide, the mountains are tall, the climbs are long, and huge bowls of air have been gouged out between them. The Lacets de Montvernier is an Alpine climb, but it's not big. Among its titanic neighbours in the Maurienne valley it's a minnow, just 3.4km long and 277m in height from bottom to top.

But within those few kilometres are 18 hairpins bends, with a 180° switchback every 150m. This year — for the first time in its history — the Tour de France will take the detour from the valley floor and wriggle its way up to Montvernier as the final climb on stage 18.

"You don't ever stop turning," is how the Tour's course director, Thierry Gouvenou, sums it up.

This little road is about to become the visual centrepiece of the cycling summer, and the Tour is about to get another set of mythical hairpins to sit alongside the 21 located in the adjacent Alpine valley on the road up to Alpe d'Huez. Not only that; the Lacets de Montvernier must rank as one of the most beautiful and most enjoyable roads you can ride anywhere in the world.

Alpine Scalextric

The Tour de France hasn't ever displayed a garden at the Chelsea Flower Show, but if it ever did it then the Lacets de Montvernier would make a good starting point. 'Lacets' is French for 'shoelaces' and looking down on the climb is like looking down on an Alpine Scalextric set, one built over six years from 1928 to 1934 to reach the tiny village of Montvernier at the top. ▶

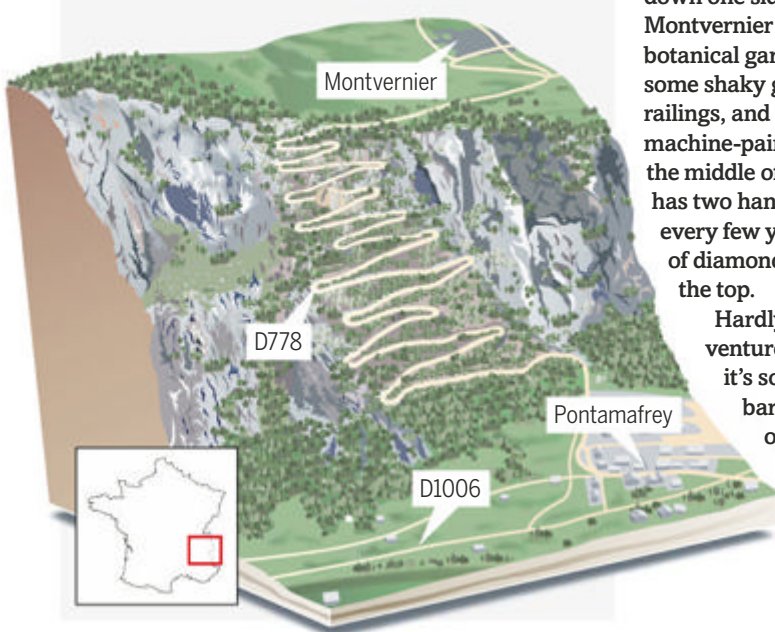
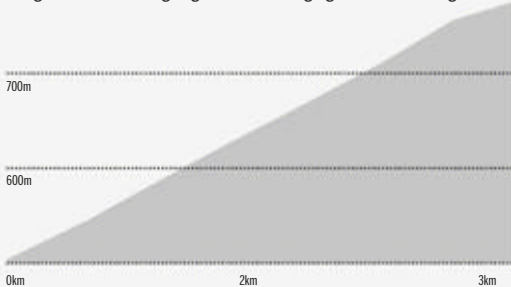
St Jean de Maurienne

If high Alpine climbing is your thing, you could do much worse than head to St Jean de Maurienne. The small town brands itself as 'the capital of uphill cycling' and is situated at the base of the cols de la Croix de Fer, Galibier, Glandon, Télégraphe and Mollard. You can also ride straight out to La Toussuire, while it is also not far to the Madeleine, Iseran and Mont Cenis. Alpe d'Huez is across in the adjacent valley — though you have to ride over the Glandon or Galibier to get there.

For riding the roads of the Tour de France it is ideal. In fact while *CW* went out to ride around St Jean de Maurienne we saw Ag2r La Mondiale, BMC and MTN-Qhubeka (and we'd only just missed Bretagne-Séché Environnement, FDJ.fr and the French national squad, who regularly stay in town for their summer training camps). But what really makes the town great is that despite the busy valley floor, it is surrounded by countless beautiful little climbs that are ideal for rest day spins or to serve as appetisers for your epic Alpine *plats principaux*. po.st/SJdMaurienne

The stats

3.4km Length
277m Height gain
8.2% Average gradient
11% Max gradient

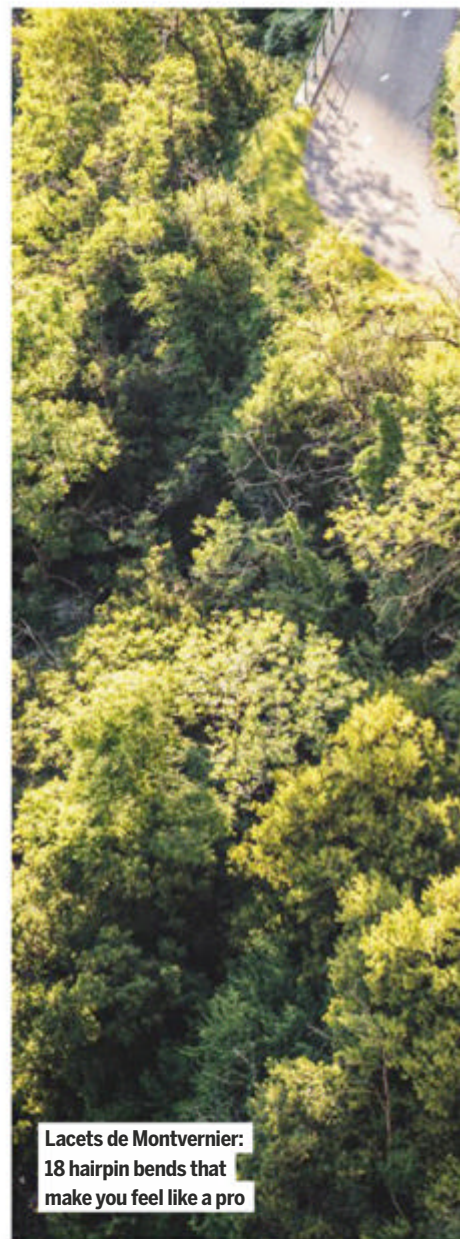


The best local viewpoint is at the end of a track diving off from the top of the climb. Head past a little allotment whose owner seems to spend his evenings tilling the soil around his potatoes and frowning at outsiders, then head through a copse and out onto the sheer cliff edge. There is not a warning sign, guardrail or piece of hazard tape in sight.

The climb itself scales the same rock shelf; as you ascend away from the trucks and freight trains below you in the busy valley floor, the road you're on becomes silent, save for the finches fluttering around the rocks and the rustling of small trees and patches of thick grass in the breeze. Birds swoop in the valley alongside you, picked out by the rays of evening sun like little specks of dust caught in the light from a window. It feels like a secret viewpoint, a crow's nest far above the hustle and bustle of one of the principal Franco-Italian Alpine arteries. In the morning the sun bakes down on the south-facing cliffs and heats them up like a stone wall. In the evening the light picks out the tips of the hairpin bends while the tarmac and rock hums with the residual heat and the scuttling around of small brown lizards.

With the animals, the air and the sound of a tiny waterfall that drops down one side of it, the Lacets de Montvernier is like an open-air botanical garden. It's even got some shaky green wrought iron railings, and rather than crude, machine-painted white lines down the middle of the road, the road has two hand-daubed smudges every few yards to make a path of diamonds leading you up to the top.

Hardly any cars dare to venture up here. That's why it's so quiet. The road is barely wide enough for one car, let alone two, and the thought of negotiating your way around another vehicle (do you fancy reversing around



Lacets de Montvernier: 18 hairpin bends that make you feel like a pro

one of those hairpins?) keeps most cars to the newer, adjacent road via Le Châtel, which the Tour de France will descend after climbing to Montvernier in order to reach the stage 18 finish in St Jean de Maurienne.

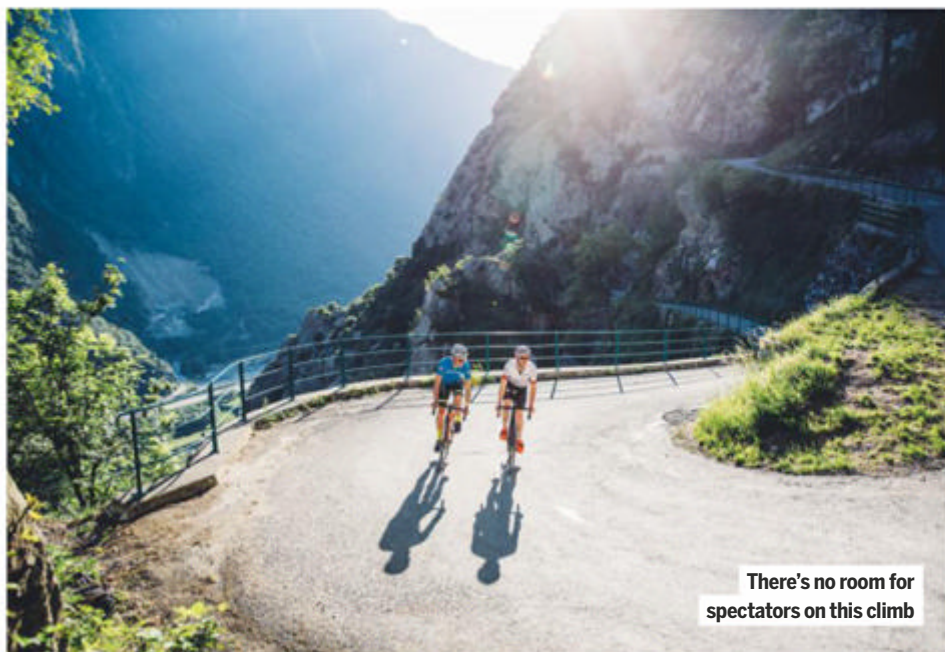
Scenic goat track

The Tour de France organisers have a long rapport with the authorities in the Maurienne valley, home to the cols of the Galibier, Croix de Fer, Madeleine and many more famous Alpine climbs and stage finishes. For years the race planners had been



driving past the Lacets on their way to recce these other big climbs — it is marked on the motorway by one of those brown signs and you can pick out the edges of the hairpins scaling the cliffs — but the story goes that they always believed it to be a scenic goat track, unsuitable for the Tour. One day they got chatting about it with some officials from the local authorities and were taken for a trip up it. *Et voilà*, they discovered that this hidden gem had been hiding in plain sight.

It's a nice bit of legend to go with the climb, if a little unlikely for ►



How to ride the Lacets de Montvernier

When to go

The Lacets de Montvernier remains open most of the year; the weather is best for riding between April and October. Most big climbs are open between late May and October; June and September are generally quieter than July and August.

How to get there

It's easiest to fly from the UK direct to Lyon, Geneva, Grenoble, Chambéry or Turin airports; each is around a two-hour drive from the climb. Alternatively it's an eight-hour drive from Calais. Nearby St Jean de Maurienne has a train station; trains via Chambéry (55min) from Lyon Part Dieu (200min) and Paris Gare de Lyon (300min).

Where to stay

Montvernier is a tiny village. The nearest town, St Jean de Maurienne, is a six-kilometre ride away from the foot of the climb and is surrounded by other big climbs. Many pro teams stay at Hôtel de l'Europe which, along with the Hôtel Saint-Georges, Hôtel du Nord and Hôtel Lancheton has signed up to a Maurienne bike-friendly business charter (po.st/MaurienneHotels).

What to eat

Tartiflette, the local speciality, is a very heavy, cheesy potato dish, so perhaps save that for your final night. There are plenty of good French restaurants in St Jean de Maurienne; just remember that kitchens in France stop serving food around 9pm.

Local bike shops

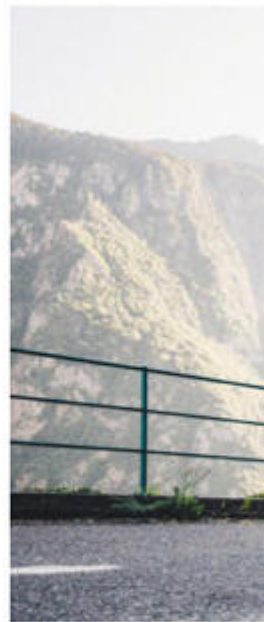
Cycles Solaro (www.saintjeanvelo.com; +33 (0) 4 79 64 17 23) is located on Rue de la Libération in St Jean de Maurienne and offers bike rental. Meanwhile Sport 2000 — a big sport shop-cum-supermarket — is located on the way out of town on Avenue du 8 Mai 1945.

an organisation that knows the roads of France better than any other. Still, you could understand any reluctance to take the Tour de France onto the Lacets. For starters, the road is too small for the Tour's publicity caravan. Us Brits may sneer, but the prospect of watching hyperactive students on their summer holidays shackled to a giant float and forced to dance for six hours in the baking heat (while they pelt you with free keyrings, cloth caps and pre-packed sausage portions) is actually what brings a large proportion of the nostalgic French public to the roadside. It's one of those peculiar unifying national traditions that connects people with their warm, fuzzy childhood

summer memories, so scrapping the caravan for sporting merit (as they do for the Tour's cobbled sectors) is not a decision that's taken lightly.

Ambush alley

Even more controversially, spectators will be banned from watching the race on the climb for reasons of safety. Besides the odd motorway bridge or tunnel, it's a move that has hardly ever happened in the Tour and won't exactly endear the climb to the public. Likewise the Tour's VIPs will have to find somewhere else to sip their glasses of champagne and tuck into their prawn sandwiches — no cars will be allowed up the climb during the entire day. Teams





Try getting a caravan, let alone the caravan, up roads this narrow



Serpentine coils of tarmac spill down to the valley below

will station spares and mechanics at the summit, otherwise it's neutral service for any rider unfortunate to puncture on the way up.

It won't provide much of a pure physical challenge to the riders of the Tour — particularly in comparison to the six other categorised climbs they'll already have scaled that day, including the *hors catégorie* Col du Glandon. But it is so narrow that a peloton only three or four wide will be able to squeeze up it. By the top the gap between front and back will naturally have lengthened, making it a prime springboard for a GC ambush or opportunist breakaway with any moves aided by a swift and flowing descent into St Jean de Maurienne. Positioning will be key so expect a sprint for the bottom of the climb, although by that point it will be a whittled down bunch that will contest anything on its slopes.

Could the Tour be won or lost here? Perhaps not, but the road has more than enough beef to offer a mouthwatering opportunity for the peloton's chancers and demand some serious respect from the overall contenders.

User-friendly

One of the real pleasures of riding a bike is that feeling of emulating your sporting heroes. You can go out and buy the same bike and kit as the pros, take it out on the same roads they've raced, close your eyes and believe for a brief moment that you're Bradley Wiggins/Lizzie Armitstead/Mark Cavendish (delete as appropriate) stomping your way to victory. The only caveat is that you can never go as fast as them, at least not for very long. If you get down on the drops and attack your mates on Alpe d'Huez at the speed of Marco Pantani, by the next hairpin they'll find you collapsed in a heap.

The Lacets de Montvernier is different because it's a climb that makes you feel special. Riding up a big Alpine climb can sometimes feel like waging psychological warfare with your body; this

one makes you feel good about yourself. It's on such a small scale that you can rocket from corner to corner and lean into the tight bends. It has a steady, Alpine gradient of around eight or nine per cent, so you don't have to be a thoroughbred climber to make it up. There are no long drags and all those bends keep you from getting bored and give the impression that you're making good progress. And rather than slogging away for over an hour, your average club rider could finish the climb in less than 20 minutes.

Glancing down you can see the hairpins suspended out over the valley and dangling out into thin air, like steps down to the floor. There's a narrow section where you sneak through a rock, just like on the Majorcan climb of Sa Calobra (no bus full of German tourists could make it through here) and at the top, lush meadows chirp to the sound of crickets and the air is thick and heady with the perfume of wild flowers.

While it won't be accessible to watch the Tour de France, the climb is low enough in altitude that it is open for anyone to go and ride all through the year (while many of its big brothers are shut by snowdrifts between October and May). Let's be honest with ourselves too; we all want the thrills of riding in the Alps but don't always have the legs for it. This climb however is a mini, fun size Alpe d'Huez, the highlight of a beautiful scenic loop out of St Jean de Maurienne, the sort of ride you might go and spin around on a warm summer evening after work.

The vistas of the climb may have got a spontaneous round of applause when they were unveiled at the presentation of the 2015 Tour de France last autumn, but this road is so much more than just a pretty face. On top of looking spectacular, it feels spectacular to ride. It's unlike anything else we've ever ridden, in fact.

The Lacets de Montvernier is a very special place to pedal up. The Tour de France has another legend in the making. ■

Are long socks better than short?

Stuart Clapp discusses the long and short of the cycling sock and which is in trend. And is one length faster than the other?

There's been a lot of talk about the length of cycling hosiery at the moment, and for the fashion conscious, it's become a real bone of contention. So just what is the correct length for a pair of cycling socks?

"To generalise, let's say men's sock lengths are short (6cm), medium (9cm) and long (13cm). Over the last 18-24 months Wiggle has seen a rise in length from brands such as Sako7Socks and Ten Speed Hero, each brand using a DeFeet Aireator 15cm cuff. It's all about flashing that design. Smaller cuffs have less room for expression; it gives them a bigger canvas," says Richard Land, cycling soft goods buying manager at Wiggle.

How does this fashion trend apply to women's socks? "The average sock length for female cyclists has remained pretty static, 3cm being the most popular, followed by 6cm. This is pretty much across the board on all the brands we stock," says Land.

Like most cycling trends, this one has its origins in the peloton. Lance Armstrong got the ball rolling in the 1990s but the current vogue for long socks is thanks in large part to our very own Sir Bradley Wiggins.

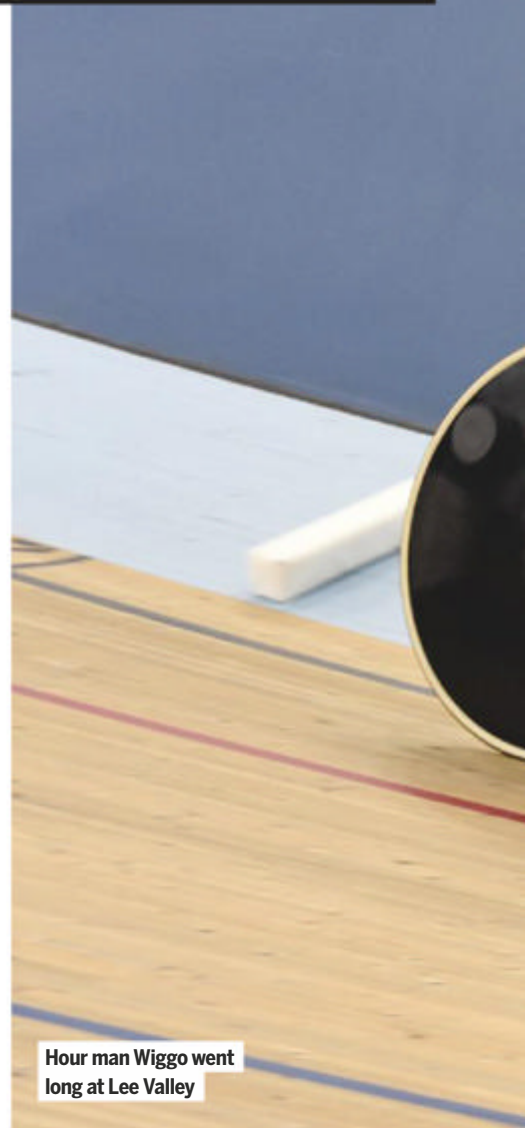
Usually a stickler for tradition, talk of Wiggo's socks first graced these pages a couple of seasons back when he wore a long black pair at the Giro d'Italia. Neither length nor colour seems overly outlandish now.

Classic v modern

Traditionally, the peloton's style icons, which Wiggins so admires — Eddy Merckx, Jacques Anquetil and *Cycling Weekly's* most stylish cyclist of all time, Fausto Coppi — wore a white, 7.5cm sock. They were always white and always short, the cuff sitting just above the ankle. Classic.

But although he might be steeped in cycling history, Wiggo's respect for tradition clearly doesn't extend to his socks, which he is well known for liking long. Take his recent Hour record triumph at the Lee Valley Velodrome, for example, where only half his legs were visible. It could be a fashion statement, an homage to his roots in track cycling, or a new technological breakthrough to save a couple of watts. Either way, it got people talking about Wiggo's socks again.

The UCI rules aim to "limit the impact



Hour man Wiggo went long at Lee Valley

of equipment on performance" and neither compression nor aerodynamic properties are allowed to be designed into clothing.

Pro Continental team United Healthcare even went as far as to have a

Yes



Sean Sako,

Creator of Sako7socks

"There's nothing worse when someone is wearing stylish cycling apparel and then

messes up the look with sub-standard socks. Socks can make a bad kit look good or a good kit look awful. Of course, it comes down to the individual, but for me the socks maketh the kit! Mid calf, all the way!"

No



Richard Land

Cycle soft goods buying manager, Wiggle

"Over the last few years there has been a shift to longer lengths in sock. Guys who wear performance brands have gone longer, while men who prefer the classic designs are buying a more traditional shorter or mid-length sock."



poll before the start of this season where riders voted on the length of sock they wanted: 2.5cm, 7.5cm, 12.5cm or the lengthy 17.75cm. The 12.5cm won.

Sean Sako is to cycling socks what Chris King is to hubs. He's the creator of Sako7Socks, a line of well-thought-out foot-cossetting designs.

"Firstly, there is no two ways about it, you have to wear socks. Triathletes and even some track cyclists have been known to not wear them, but in my eyes, that's a big no-no. I like it when the top of the sock cuff stops at the beginning of the calf muscle belly. Any higher and it's just not classy," says Sako.

OUR TAKE

Whether there's anything to be gained or lost in terms of performance is still up for debate, but there are precious style points at stake and in some people's minds, that counts for far more than speed. And if we weren't bothered about style, we would've all taken up some other sport the second leg shaving was mentioned. For now at least, long socks are this season's must-have.

HOT STUFF

Coffee & Cols set of four 'jersey' espresso cups

Coffee and cycling goes together like strawberries and cream. Now thanks to Coffee & Cols you can enjoy your post-ride espresso in a cup inspired by cycling's most famous jerseys. Each of the four porcelain cups are 80ml/3oz, measure around 6cm, and come with a saucer.

www.coffeeand-cols.com

Price: £38

Test report:
July



Garmin Vector 2 Power Meter Road Keo dual pedal system

While retaining the features that saw the original Vectors widely adopted, Garmin's updated pedal-based power meters look to be more user-friendly than ever. The separate pedal pods remain, however, and can now be installed after the pedals. Also, they now have LED indicator lights to assist with installation and calibration.

www.madison.co.uk

Price: £1,119.99

Test
report:
August



Fast Forward track wheels

Wheel choice comes down to a consideration of aerodynamics, stiffness and weight. FFWD's track-specific five-spoke front and rear disc carbon tubular wheels claim to score well in the first two categories and weigh 790g and 1,275g respectively.

www.paligap.cc;

Price: Front five-spoke £1,300, Rear disc, £950

Test report:
August





Topeak SmartGauge D2 £24.99

The Topeak gauge digitally measures pressures up to 250psi in 1psi increments, allowing you to accurately measure and tune pressures in tyres with Presta or Schrader valves, or in shocks for the off-road minded. It's easy to use: just switch on, push onto the

valve and wait until it beeps, with the reading being displayed even once the gauge is taken off the tyre. The screen rotates around the valve head so that you can choose a good viewing angle, and there's a button on the side to bleed the valve and fine-tune the pressure.

Power is supplied by one CR2032 button cell and there's an auto-off function after 30 seconds of non-use. The gauge can be set to measure in psi, bars and kg/cm². *Paul Norman. 66g*
www.extrauk.co.uk

9

Sportful Bodyfit Pro W Bibshorts £95

Product of the week

If this were *Britain's Got Talent*, we'd be pushing a big gold button right now, as this is possibly one of the best products we've had the pleasure of testing. The bib design and fit contours the body perfectly, holding both the shorts and chamois secure. Raw edges of the Laser cut construction also do away with seams, so once on, the straps are virtually unnoticeable. This design also keeps fabric to a minimum, meaning even on the hottest days it stays breathable. The raw cut leg finish is both flattering and effective at ensuring legs stay put. Made with Sportful's proprietary AeroFlow Compress fabric, shorts hugged legs for an excellent race fit, and when combined with Sportful's Infinity chamois, struck a perfect balance between comfort and performance. Other brands be warned, Sportful has raised the women-specific bibshort bar.

Hannah Bussey. 158g
www.c3products.com

10



Hoy Vulpine Women's Valldemossa Race Jersey £69.99

When choosing a cycling jersey, you're often given two fit choices — one that reveals all, or one that resembles a parachute. Until now, that is. Sir Chris Hoy's collaboration with high-end cycling apparel brand Vulpine has developed what it calls "a less intimidating race fit", and it's not wrong; striking a perfect balance between contour following, without being skintight. While the fabric looks inconspicuous, it's actually constructed using odour beating S.Cafe fabric — possibly the most ingenious use of waste coffee grounds that we have seen, keeping us niff free during and post ride. With three sensible sized rear pockets and full YKK zip, there's a lot to like. There are even three choices of colour and sizes available from XS to XL. *Hannah Bussey. 146g*
www.vulpine.cc



8

Fizik PAK saddle bag (size medium) £13

If your bike has a Fizik saddle, the clip that comes with this bag ensures you can swap them quickly and easily between bikes. When you stop to repair a puncture, the ease by which you can take your saddle pack off to access tools becomes an obvious plus, too. The size medium features sufficient space for a tool, two tubes, levers, patches and a CO2 inflator. It's secure, and after many rides on less than ideal surfaces it has never dropped off. Although it is water resistant and will cope in a shower, in sustained rain it can get very wet — bad news for steel multi-tools susceptible to rust. It's only a slight gripe, but I don't see why saddle packs can't be made more waterproof. *Oliver Bridgewood. 36g*
www.extrauk.co.uk

9



LifeLine Essential 10 in 1 folding multi-tool £5.49

This multi-tool from Wiggle's in-house brand LifeLine has pretty much everything which you might need to get you going again if you have a mechanical problem on the road. As well as seven Allen keys ranging from 2mm to 8mm, you also get a Torx key, a Phillips and flat head screwdriver. The 8mm adapter is particularly useful for tightening the newer Shimano SPD pedals, which do not have spanner facets. The tool has a chunky feel to it and it's quite heavy to carry along, although that does mean that it's more robust and easier to use than some more svelte multi-tools and at the price being asked it's a bit of a bargain.

Paul Norman 133g
www.wiggle.co.uk

8

Paceline Eurostyle sports kit wash £12.99

Standard laundry products can damage the technical fabrics used in sports clothing and impair their function. Although the instructions on this kit wash suggest that it should be used for hand wash, I have used it in the washing machine without problems. As it's fragrance-free it won't leave your jersey smelling of roses, but will still remove dirt and any less pleasant odours which your kit may have picked up during your exertions. It only needs two capfuls — about 15ml — to clean a load, so a bottle lasts for ages. It can also be used to wash swimsuits, with Paceline claiming that it effectively removes chlorine, and is safe to use on wetsuits too.

Paul Norman **Size 473ml**
www.2pure.co.uk



8



GripGrab RaceAqua overshoes £39.95

These overshoes first came into use as the morning commute became milder, keeping the road spray and rain off on the way to work. However, they really came into their own when used on this year's wet and muddy Paris-Roubaix Challenge sportive. The white ones will now never be white again, but for the 170km cobbled sportive they kept my feet and cycling shoes dry during rain, and deflected the thick mud that clogged brakes and caused crashes. Be careful with the size you buy; you'll never get a slightly too small size over a pair of cleats, but once the overshoes are on they are well fitted and very aero. The only reservation is their durability. *Jack Elton-Walters 88g*
www.gripgrab.com

8

LONG TERM TEST

Many months later

Park Tools tyre levers £2.99

I've been using these tyre levers from Park Tools for years now. The curved lip allows me to get under the tyre bead easily and the tyre off the rim too, with the spoke hooks coming in handy and giving me a spare hand if it's a particularly tight tyre/rim combination. *PN*
www.madison.co.uk

9

Park Tools:
terrific levers



Can't live without

Rudy Project Impact-X sunglasses £109.99

I have found these Rudy Project sunglasses comfortable and durable. The Kalyos model I have is obsolete, but Rudy Project has recently introduced an updated Impact-X2 lens across its range. The lens material is light-reactive, flexible and shatterproof and ideal for all but the depths of the UK winter. The new lens reacts faster and has a wider range of light transmission than the original. *PN*
www.yellow-limited.com

Impact-X offer
comfort and durability



£1,500 endurance bike test



***Paul Norman* pitches four modestly priced endurance bikes head-to-head to find out which one will offer the biggest return in the long run**

What?

Every manufacturer worth its salt has an endurance bike in its line-up. These bikes are built for comfort on longer rides with vibration damping features and a more upright geometry to take weight off your wrists and shoulders. At £1,500 the

four bikes we've chosen are towards the budget end of the carbon bike market — but do they still deliver on the promise of performance with comfort?

Why?

These four bikes should be ideal for taking advantage of the longer summer days to ride the typically bumpy British back roads, enter a high-mileage sportive or simply to explore further afield. But each manufacturer has taken a different approach to spend on frame versus component spec and to compliance features, so we were interested to see how they stacked up.

How?

To test their endurance credentials we went for longer rides on these bikes.

A ride of three hours plus will identify whether the bikes' comfort credentials add up and expose any shortcomings. We also rode them on shorter, faster loops to see whether comfort trumped performance and how they handled on bends, hills and descents.

HOW WE SCORE

- 10 - Superb, best in its class and we couldn't fault it.
- 9 - Excellent, a slight change and it would be perfect
- 8 - Brilliant, we'd happily buy it
- 7 - Solid, but there's better out there
- 6 - Pretty good, but not quite hitting the mark
- 5 - OK, nothing wrong with it, but nothing special
- 4 - A few niggles let this down
- 3 - Disappointing
- 2 - Poor, approach with caution
- 1 - Terrible, do not buy this product



Norco Valence Carbon Ultegra £1,500

Miles ridden: 240 | Size tested: 53cm | Weight: 8.33kg/18.36lb

Frame

The Norco's carbon-fibre frame has sloping geometry with overbuilt head and down tubes. Although the elegant seatstays are slender and bowed to dampen vibration, the chainstays are quite wide to support efficient power delivery. There's an all-carbon fork with slim legs to help with vibration damping, while the shorter seat tube allows significant extension of the carbon seatpost, which should also help ride comfort. Norco claims a frame weight of under 1kg, which is commendably light for an endurance bike at this price point. The bike's head tube is quite short, which gives the option of running spacers for a relaxed position or slamming the stem to achieve a more race-oriented attitude.



Ultegra shifters and mechs are a big plus

Specification

The component spec of the Norco is the best of the bikes on test. With Ultegra shifters and front and rear mechs, coupled with a 105 chainset (yes, it's called the 'Valence Ultegra') it's a step up from

the norm at this price.

The brakes are non-series Shimano R561, whilst the Fulcrum Racing 7 LG wheels are a quality, reasonably light budget choice with a wide-ish rim and are shod with grippy Continental Grand Sport Race 25mm tyres. The Fizik saddle is well padded and sits atop a carbon seatpost and with a 50/34t chainset and 11-32t cassette there is a wide spread of ratios for both fast descents and steep climbs.

Ride

The Norco feels fast for an endurance bike, with a low riding position and wheels which spin up well due to their relatively light weight and fast tyres. Although more comfortable than a full-on road racing bike its ride is still quite firm, so that you feel the miles after a longer ride. I did

not find the Fizik saddle very comfortable, its raised edges on either side of the central pressure relief channel being just a bit too firm. Handling in higher speed descents, although fine on smoother roads, was a bit jittery on rough and uneven surfaces.

Value

The quality drivetrain components and wheels make this a good value package at this price. However, the frame, although light, lacks compliance and this is reflected in the ride, handling and long-distance comfort. This feels like a bit of a halfway house between a road racing bike and a full-on endurance machine — but this is not necessarily a bad thing if you are looking for a more engaging ride feel.

7



Cannondale Synapse Carbon 105 6 £1,500



Miles ridden: 315 | Size tested: 54cm | Weight: 8.97kg/19.78lb

Frame

Cannondale has built a myriad of comfort features into the Synapse. From the slender forks and long, tapered headset, to the vertically flattened chainstays and bowed seatstays, this is a frame built for a comfortable riding position and to dampen road imperfections. The down tube and bottom bracket are beefed up for power transfer,

with Cannondale introducing a new BB30A standard to increase the bottom bracket shell width. The seat tube is pared away at the rear wheel and has a unique split design at its base to ensure lateral rigidity without excess material and the frame takes an extra-slim 25.4mm alloy seatpost which also aids vibration damping.

Specification

The Cannondale comes with 105 shifters and front and rear mechs, whilst the chainset is an FSA Gossamer for compatibility with the BB30A bottom bracket shell. The 50/34t compact chainset and 11-32t cassette give the spread of ratios to tackle pretty much anything. Brakes are from Tektro, while the wheels are budget Shimano RS10s shod

with Schwalbe Lugano 25mm tyres. All other components are Cannondale own brand, including the compact bars, alloy seatpost and well-padded saddle.

Ride

My initial ride on this bike was on roads which were almost all recently re-gravelled, which immediately brought its road-smoothing character to the fore — it's like riding a cross tyre at 40psi but without the rolling resistance. The Cannondale was astonishingly compliant on such a dodgy surface and felt planted even through loose gravel. An eight-hour ride showed just how comfortable the bike is, with none of the jolted-around feel which I would normally expect to come home with, while the long head tube promotes a

more upright position and less strain on the shoulders. Fast descents are handled with aplomb due to the frame's stability, although the supplied brake blocks lack bite on the stock Shimano wheels.

Value

Even at the bottom of Cannondale's Synapse Carbon range, the fantastic frame makes this a great deal. The 105 groupset is par for this price point and provides smooth, positive shifting. Although Cannondale components dominate, this is all robust, quality stuff and the Cannondale saddle is well padded and comfortable. Only the heavy, budget wheels and underpowered brakes slightly let the side down.





Specialized Roubaix Sport £1,500

Miles ridden: 225 | Size tested: 56cm | Weight: 8.93kg/19.69lb

Frame

The Roubaix frame is a proven race winner, which proudly displays its cobbled Classic winning prowess with a badge on the seat tube. Featuring specially shaped seatstays, and Zertz viscoelastic dampers, the Roubaix is designed to iron out road imperfections and improve comfort. Geometry plays a part too, with the bike's stack the highest in the test at 58.9cm and the wheelbase the longest too at 101cm. The luminous green paintjob isn't for everyone, but it is a refreshing change from the plethora of black bikes dominating at the moment.

Specification

Although the Roubaix Sport comes equipped with Shimano 105 derailleurs and shifters,

as with other bikes in this test you are not getting the full groupset. The compact FSA chainset may not be as aesthetically pleasing as the Shimano 105 equivalent, but it is up to the task. Unfortunately the spec is let down by the Axis brakes, which we found to be significantly less powerful than 105 calipers. There's a CG-R carbon seatpost — this has a kinked design which should also improve ride comfort. The long-cage rear derailleur and 11-32t cassette provide a great gearing range to get up the steepest ascents with confidence.

Ride

On rough roads the Roubaix does a great job of damping out vibration and road buzz, resulting in a smooth ride. In this regard the frame



Zertz inserts in the fork dulled the ride

performs well, but compliance and comfort over more significant bumps is less effective than the Synapse. The bottom bracket is stiff but the front end felt spongy with detectable flex, resulting in a ride that was, well, a little

dull. This is compounded by the very long wheelbase, making the bike feel sluggish and the cycling equivalent of an articulated lorry. That said, the surefooted ride will be ideal for some riders and the wide tyres roll nicely.

Value

The Roubaix Sport is comparable to the Synapse on value when you consider that both bikes feature good quality frames and 105 shifters/derailleurs. Both bikes also feature lower spec brakes and plenty of own-brand components. The other thing to consider is that the Roubaix has a lifetime warranty. Although not all the bits on it are perfect, this is a frame that more than justifies future upgrades.

8



Bianchi Intenso Tiagra £1,500

Miles ridden: 237 | Size tested: 55cm | Weight: 8.67kg/19.11lb

Frame

The frame is undoubtedly the star of the Bianchi Intenso Tiagra. It may not feature any of the impressive (and expensive) anti-vibration Countervail technology of its big brother in Bianchi's endurance range, the Infinito CV, but it can hardly be described as backwards.

Italian though it may be, this seems to be a bike designed with British roads in mind. The fork and rear stays both feature Kevlar inserts that improve ride quality and help to smooth road surface imperfections. The fairly relaxed geometry with a tall head tube also helps to improve comfort on long rides.

Specification

If the frame is the highlight of the Intenso, then the specification is the lowlight. Seeing as both the Specialized

and the Cannondale come with 105, and the Norco even manages to throw in Ultegra shifting, to see Tiagra is a bit of a letdown. Don't get me wrong, Shimano Tiagra is a great groupset, with decent shifting, but is definitely more at home on less expensive bikes and seems more than a little out of place on a frame of such high quality.

Most of the finishing kit comes from Bianchi's in-house Reparto Corse range, and does a good enough job.

The same can be said of the Shimano R501 wheels, which are never going to set the world alight when they weigh close to 1,900g, but for long rides on dodgy roads they do a good job and complement the vibration-damping frame when shod with the 25mm Vittoria Zaffiro Pro Slick tyres.

Ride

I'm not sure whether it's really those Kevlar inserts, but the Bianchi certainly offers a comfortable ride. Vibration

cancelling might not be quite up there with the Cannondale and the Specialized, but this is balanced out with superb handling for a bike that is just as at home sweeping down steep, rough, decidedly British descents, as it is on the silky smooth roads of its Italian homeland.

I was also impressed with its performance going uphill, barely noticing the handful of grams that the Bianchi gives away to the Norco.

Value

While the frame certainly hits the mark, the Tiagra groupset means the Bianchi loses out on value. For an extra £350 you can get the same frame but equipped with Shimano 105. I think this spec would much better match the quality of the frame, and would represent better value too.



Verdict

These bikes take different approaches to smoothing out road vibration and improving long-distance comfort. The Specialized's Zertz inserts and the Bianchi's Kevlar dampers certainly seemed to smooth out the road. Both the Cannondale and the Norco rely on compliance features built into the frame's carbon layup rather than inserts to iron out the bumps, with the Cannondale working to a much greater extent than the Norco.

There's also a range of specification levels on offer here. The Norco wins in this department with the part-Ultegra build adding a touch of class, while the Bianchi's Tiagra is a disappointment on a bike at this price. 105 provides quality shifting and is pretty much the norm at this price point; it's good to see

it on the Specialized and the Cannondale.

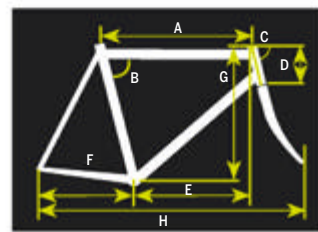
All the bikes have a generous sprinkling of own-brand components — again the Norco is the winner if branded parts are important to you, although we could find no fault with the own-brand selection on offer.

Winning formula

As is usual for almost all new bikes regardless of price point, these four would benefit from a few upgrades. This would probably start with the wheels on all but the Norco and include the saddle if you don't find it comfortable.

The overall winner of this test, however, has to be the Cannondale Synapse. Its

spec has the quality to serve you well for many miles. But above all, its compliance features give an outstandingly comfortable ride even for long distances on the most broken surfaces the UK's roads have to offer.



Norco Valence Ultegra 7	
£1,500	
Frame	7/10
Specification	8/10
Ride	6/10
Value	8/10
Distributor	www.evanscycles.com
Frame	Valence Mid-Modulus Carbon
Fork	Valence Mid-Modulus Carbon, tapered steerer
Size range	51-61cm
Weight	8.33kg
Groupset	Shimano Ultegra derailleurs, Shimano 105 chainset, Shimano R561 brakes
Alterations	None
Gear ratios	11-32t cassette, 50/34t chainset
Wheels	Fulcrum Racing 7 LG
Tyres	Continental Grand Sport Race 25mm
Bar	Ritchey Comp Curve alloy
Stem	Norco alloy
Seatpost	Norco Composite carbon 27.2mm
Saddle	Fizik Ardea VS

SIZE TESTED: 53cm

A	B	C	D	E	F	G	H
54.3cm	73.5"	72.3"	15.3cm	37.6cm	41.5cm	56.1cm	99.2cm

Cannondale Synapse 105 9	
£1,499.99	
Frame	10/10
Specification	7/10
Ride	9/10
Value	8/10
Distributor	www.cannondale.com
Frame	Synapse, Ballistec Carbon, Di2 Ready, Save Plus, BB30a
Fork	Synapse Save Plus, Ballistec Carbon tapered steerer
Size range	48-61cm
Weight	8.97kg
Groupset	Shimano 105, FSA Gossamer chainset, Tektro R741 brakes
Alterations	None
Gear ratios	11-32t cassette, 50/34t chainset
Wheels	Shimano RS10
Tyres	Schwalbe Lugano 25mm
Bar	Cannondale C4 alloy
Stem	Cannondale C4 alloy
Seatpost	Cannondale C3 alloy, 25.4mm
Saddle	Cannondale C3 alloy, 25.4mm

SIZE TESTED: 54cm

A	B	C	D	E	F	G	H
54.2cm	73.9"	72.0"	16.6cm	37.6cm	41cm	57.6cm	99.6cm

Specialized Roubaix Sport 8	
£1,500	
Frame	8/10
Specification	7/10
Ride	8/10
Value	8/10
Distributor	www.specialized.com
Frame	Specialized SL4 FACT 8r carbon
Fork	Specialized FACT carbon tapered steerer
Size range	49-61cm
Weight	8.93kg
Groupset	Shimano 105, FSA Gossamer chainset, Specialized Axis 1.0 brakes
Alterations	None
Gear ratios	11-32t cassette, 50/34t chainset
Wheels	Axis 2.0
Tyres	Specialized Espoir Elite 25mm
Bar	Specialized Comp alloy
Stem	Specialized Comp Multi alloy
Seatpost	Specialized CG-R, FACT carbon 27.2mm
Saddle	Body Geometry Toupé Comp Gel

SIZE TESTED: 56cm

A	B	C	D	E	F	G	H
56.5cm	73.25"	72.5"	19cm	38.7cm	41.5cm	58.9cm	101cm

Bianchi Intenso Tiagra 7	
£1,500	
Frame	9/10
Specification	6/10
Ride	8/10
Value	6/10
Distributor	www.bianchi.com
Frame	C2C Intenso Carbon
Fork	Bianchi carbon tapered steerer
Size range	47-61cm
Weight	8.67kg
Groupset	Shimano Tiagra (10 speed), Reparto Corse RC-471 brakes
Alterations	None
Gear ratios	12-28t cassette, 50/34t chainset
Wheels	Shimano R500
Tyres	Vittoria Zafiro Pro Slick 25mm
Bar	Reparto Corse JD-RA35A alloy
Stem	Reparto Corse AS007 alloy
Seatpost	Reparto Corse SP-TEC-2 alloy, 31.6mm
Saddle	San Marco Era Power

SIZE TESTED: 55cm

A	B	C	D	E	F	G	H
55cm	73.5"	72.0"	17.0cm	38.1cm	41cm	56.7cm	99.0cm

FITNESS

How do I... get a good night's sleep?

How well you sleep affects health and performance, but few people get enough

Vicky Ware

Never underestimate the importance of a good night's sleep. Even small losses in sleep have been shown to increase perception of effort during physical activity, and also impact cardiovascular performance, metabolism, brain function and emotional response to events. Not getting sufficient sleep can decrease your ability to metabolise glucose by up to 40 per cent — and these are just the short-term effects. Long-term poor sleep is linked with conditions ranging from cardiovascular disease and obesity to depression.

Nick Littlehales specialises in improving athletes' sleep. So why are people finding it so hard to sleep? "Technology has advanced us into more demanding routines and levels of activity, so recovery is under pressure and sleeping is key to that," Littlehales explains.

Stressful lifestyles and less time for sleep are the curse of many, but Littlehales thinks improvement is possible: "Some practical changes in our sleep routines will unlock a better and more sustainable performance." Littlehales thinks

that while some people find sleeping hard, this isn't set in stone: "Some people find a way to sleep better than others, more by accident than design."

However, your genes will affect when you find it best to sleep: "Chronotype is genetic so we are all either a night owl or an early bird. It's best to find out which you are and plan around it than end up an 'inbetween' and unable to sleep as well as you could."

Littlehales explains that there are three natural sleeping periods during the 24-hour cycle — 11pm-6.30am, 1pm-3pm and 5pm-7pm. "Using these slots will improve recovery and release pressure on one sleep at night."

Napping isn't a bad thing either. "Thirty minutes during one of these slots provides a natural recovery boost," he suggests.

Littlehales has some key points in helping you get a better night's sleep: "Get a better understanding of circadian rhythms so you know when

to sleep and plan sleep/wake routines in 90-minute cycles rather than hours to be in harmony with the circadian process."

Another key is sleep duration: "Eight hours is healthy but no one gets that or plans for it; plan for at least five 90 minute cycles which provides 7.5 hours."

Essential points

- Sleep is essential to health
- Make sleep a priority
- Sleep in 90-minute not hourly cycles
- Wake at the same time each day
- Have a pre-sleep strategy
- Have a post-sleep strategy

Switch off all gadgets at least an hour before bedtime. Screen time before bed is associated with poor ability to get to sleep and sleep disturbances, so put off checking those essential social media apps until morning.

Get clued up on circadian rhythm — and your personal daily cycles. Everyone is different so finding when in the day you get your best sleep will mean less time tossing and turning in bed.

Athletes need more sleep than non-athletes. Make sure you're giving your body the recovery time it needs to consolidate your training hours, without which the effort you put into training could be depleting rather than building your body.

YOU
SAY

I've recently bought some black-out blinds, they've really helped no end.

David Turner

I've stopped watching television an hour before I go to bed and now read instead. *Cycling Weekly*, of course!

James Wragby

If possible make your bedroom a dedicated sleeping zone with no laptop or turbo trainer in sight. This will help mentally prepare you for sleep as soon as you enter the room.

Get enough sunlight during the day. Getting more daylight increases sleep quantity and quality. If you work indoors, go outside during work breaks to ensure your body gets the daylight it needs.

Before buying expensive products designed to help you sleep better, make sure they're right for you. Sleep preferences are highly individual, so research the best mattress and pillow choices to ensure they're designed with your body in mind.

Make your bedroom the right temperature. Many people find sleeping in cooler temperatures helps them sleep better and allows for temperature adjustment by throwing off, or getting more, covers rather than having to turn the heating down.

When I struggle to sleep I find little better than a hot bath. It's the slow post-bath drop in body temperature that does it.

Janet Boreham

I've cut my caffeine intake right down. It makes the club run cafe stop a bit frustrating but at least I get a good night's kip now.

Ken McGinty

I've joined a meditation class. Learning how to switch off from the worries of the day has been a huge help.

Kieron Fox

I discovered that red wine was ruining my sleep; now I reach for the Horlicks rather than the Merlot!

Jenny Black

Things to do this week



Side plank

This exercise is not only a quick and easy way to improve your core strength, but like most bodyweight exercises can be done almost anywhere.

1. Lie on your side and support your weight on an outstretched forearm that is bent at the elbow, position it directly underneath the shoulder to reduce unnecessary strain.
2. Place your top foot in front of the other to further increase stability.
3. Avoid rotating your hips forwards, backwards or dropping them to the floor, so that your body is in a straight line from your feet up to your shoulders.
4. Hold for 40 seconds on each side. Repeat three times.

Try MyRide+

Bored of your usual club rides along the same routes and up the same climbs? Try something different by giving MyRide+ a go. MyRide+ is a virtual cycling experience that has preset challenges and courses that even include Alpe d'Huez and the Col du Galibier. The plus side is that they can be set to a level that suits you. You'll feel like you're riding stage 20 of the Tour de France itself — well, maybe not, but one of the next best things anyway.

www.myrideplus.com

Go citrus

Why consume a fruit-flavoured gel or drink when you can have the real thing?

Oranges: It might not be the most ideal fruit to eat during a ride, but a large orange can contain up to 22g of carbohydrates. Combined with all its other nutritional advantages, it will help replenish your energy stores at the end of a ride.

Lemons: It's a common belief that all fruit is low in calories, but the citrus family is the lowest of them all. Lemons have a third of the amount of calories found in an apple, making them excellent for weight loss.

Limes: Packed with vitamins and antioxidants, limes are a perfect way to help boost the body's defences that may be vulnerable after a long ride.



Limes can boost body's defences



Summer salads to fight muscle pain

Fight soreness with your fork and these five seasonal dishes. Packed with flavour, they're designed to ease post-ride pain, and there's not a lettuce leaf in sight

Words: Laura Tilt Photos: Geoff Waugh, Mike Prior

As a cyclist, you'll be well acquainted with aching muscles that follow a tough ride. Post-exercise muscle soreness is most commonly a result of repeated exposure to eccentric exercise, when muscles are lengthened under force i.e. when resisting force of pedal cranks.

Although a build-up of lactic acid was once considered responsible for post-exercise pain, studies show it's tiny tears in the muscle fibres, coupled with the resulting inflammatory response, that is to blame. While some muscle soreness is normal (especially at the start of a cycling programme or with a change in intensity), it can disrupt training by decreasing your strength and range of motion. Doing what you can to prevent or reduce the pain is a smart move.

As well as rest, stretching and massage, post-ride nutrition also affects how quickly your body recovers. To help your body out, there are three key nutrient groups to remember.

Protein

Protein provides the raw building blocks your body needs to repair damaged muscle fibres. Directly after exercise your body gets busy making new muscle fibres — consuming protein elevates this response, while also helping put the brakes on muscle breakdown.

Research suggests that around 20g of high-quality protein is enough to maximise new muscle synthesis after exercise — you can achieve this easily with a chicken breast, can

of tuna or three eggs. If you follow a vegetarian diet, soy protein, beans, yoghurt and cheese are good options.

Carbohydrate

After a tough ride, carbohydrate is needed to top up your glycogen stores and delay future jelly-legs.

Eating carbohydrate plus protein is the fastest way to stimulate muscle and glycogen recovery. In studies looking at post-ride recovery, carbohydrate-protein supplements

are more effective for recovery than just carbohydrate alone.

Time it right

Straight after exercise, nutrients are shuttled into the muscle at an increased rate. Take advantage by consuming a meal within an hour of stepping off the bike.

Antioxidants

The increase in free radical damage that results from exercise and inflammation is thought to contribute to muscle soreness. Certain vitamins (such as C and E) and phytonutrients (natural plant 'chemicals') with antioxidant activity have been shown to offset the rise in free radical damage post-exercise, helping repair muscle damage.

The effect of synthetic supplements are unclear, and they may even disrupt the body's natural adaptation to exercise — real food is best. Studies using fish oils, blueberries and tart cherry juice have found positive effects on inflammation and markers of muscle soreness.

9 SEASONAL ANTIOXIDANT BOOSTERS:

Courgettes, spinach, watercress, tomatoes, broccoli, strawberries, blueberries, cherries and beetroot

Soothing salad combinations

Gingered salmon with Vietnamese noodle salad

Ingredients

- Salmon fillet (cook with a thumb piece of minced ginger)
- 75g rice noodles
- ½ carrot, shredded
- 50g sugar snap peas, thinly sliced
- ½ red pepper, thinly sliced

Dressing

2 tsp fish sauce, juice of 1 lime, ¼ chopped chilli, pinch sugar, 1 clove minced garlic. Chopped coriander and chopped peanuts to serve.

swelling 48 hours after exercise. 100g salmon = 2g omega 3.

Ginger

Sharing the same pain-relieving pathways as ibuprofen, researchers from Georgia College and State University found just 2g of fresh or heat treated ginger was effective in cutting post-workout muscle soreness in collegiate athletes.

Rice noodles

One of the quickest carb sources you can lay your hands on after a ride (to cook, place in a bowl and pour over boiling water), 75g of rice noodles will top up

your glycogen stores after a hard ride, and fire up your muscles ready for the next training session.

Peppers and carrots

Carotenoids (the pigments which give vegetables their bright colours) act as potent antioxidants, helping buffer the effects of free radical damage.

COOK'S TIP: Save time by using a ready cooked salmon fillet and add the ginger to the dressing instead

Benefits

Salmon

One of the richest sources of anti-inflammatory omega 3 oils, a salmon fillet also ticks off the 20g of protein needed to support muscle recovery. In one study from Urmia University, untrained males supplementing with 1.8g of omega 3 per day experienced less pain and leg



King couscous with grilled chicken and cherry dressing

Ingredients

- 75g giant couscous (or ½ pack ready cooked)
- 1 chargrilled chicken breast
- 100g baby spinach
- Handful cooked green beans, sliced
- Handful fresh cherries

Dressing

30ml cherry juice concentrate (e.g. Cherry Active), ½ tsp olive oil, pinch of salt, 1tbsp balsamic vinegar. Chopped mint to serve.

Laboratory at the University of Vermont, students randomised to receive a daily dose of cherry juice, reduced loss of strength and muscle damage post exercise by almost 18 per cent.

Using concentrate in the salad is an easy way to get the 30ml dose needed.

It could help you sleep too, thanks to naturally occurring melatonin — the sleep-inducing hormone.

COOK'S TIP:
Keep your olive oil in a cool, dark cupboard to protect the antioxidant compounds which are sensitive to light and heat

Olive oil

Containing a compound that mimics the pain-relieving action of ibuprofen, olive oil is thought to be the key to the anti-inflammatory benefits of a Mediterranean style diet. Choose extra virgin oil for the highest levels of oleocanthal — the pain-relieving enzyme found in the healthy fat.

Mint

A medicinal herb used to fight pain and inflammation, mint is a remedy for indigestion thanks to its ability to ease muscular spasms. The natural antioxidants will increase your body's defence against radical damage.

Benefits

Chicken

A top source of protein (one chicken breast will deliver around 21g) chicken is high in the amino acid leucine — a key trigger for new muscle synthesis. Foods containing high quantities of leucine are more effective than other proteins, making this salad a shrewd post-ride choice.

Cherry juice

Thanks to their high levels of antioxidants, tart cherries are effective at fighting post-exercise inflammation. In a 2010 study from the Human Performance

Quinoa with turmeric spiked turkey meatballs

Ingredients

- 75g quinoa
- 100g turkey mince (mix with ½ chopped onion and 1 tsp turmeric, form into meatballs and cook)
- Handful chopped mint,
- Handful chopped parsley
- Handful chopped coriander
- 2 tomatoes, chopped (mix chopped herbs and tomato with quinoa)
- 2 heaped spoons tzatiki

Dressing

Juice and zest half a lemon, ½ tsp olive oil, pinch salt, pepper

contains the whole team of essential amino acids your body needs to make new muscle tissue, which is why it's the choice of crop for NASA space missions. Use a ready-cooked pack and get it to your plate faster.

Turkey

Leaner than many other meats, turkey delivers 30g of high-quality protein in a 100g serving — not only does this tick off muscle recovery, it also helps regulate appetite. With B vitamins to facilitate the conversion of carbs into ATP, it's a win-win for recovery.

Benefits

Quinoa

A gluten-free carbohydrate, quinoa boasts higher levels of protein than other carbohydrates — around 15 grams per 100 grams. Surprisingly, it also

Turmeric

Valued in Ayurvedic medicine for its wound-healing properties, turmeric is an effective painkiller — in one 2009 study a daily 2g dose was effective in reducing knee pain and stiffness in osteoarthritis sufferers. The mustard yellow spice is thought to turn down inflammation by blocking a protein that triggers swelling — smart stuff.

Yoghurt

Natural probiotics in live yoghurt work to support immune function, which can take a bashing with repeated bouts of heavy training.

COOK'S TIP:
To make your own tzatiki, grate half a cucumber and squeeze out the excess water. Mix with 100g of plain Greek yoghurt, a pinch of salt and a clove of garlic



The Big Greek Salad

Ingredients

- ½ cucumber diced
- 100g cherry tomatoes halved
- 50g crumbled feta
- 100g canned chickpeas
- ¼ red onion, sliced

Dressing

½ tbsp olive oil, 1 crushed clove garlic, juice of half a lemon. Basil leaves and crusty bread to serve.

Benefits

Garlic

Boasting components found to help regulate blood pressure and fight viruses, the affectionately named 'stinking rose' also has anti-inflammatory powers. The key ingredient is allicin, a sulphur compound which not only acts as an antioxidant, it also inhibits the action pro-inflammatory action of white blood cells. Allicin is more active when the clove is crushed, so use fresh for maximum benefit.

Chickpeas

Boost the muscle-building power of a veggie-based salad with chickpeas — 100g of the canned



A teaspoon of olive oil can work wonders

legumes will give you around 10g of protein — plus you'll score one of your five servings of fruit and veg.

COOK'S TIP:
No chickpeas? Use butter beans or lentils for an alternative protein boost

Olive oil

Get the most from your salad with a drizzle of olive oil — the monounsaturated fats actually help your body absorb more of the beneficial antioxidants in vegetables. Scientists at Iowa State University found absorption was more than doubled when salad was eaten with a fat containing dressing versus a fat-free dressing. Better still, you don't need a lot to benefit — as little as three to five grams (around a teaspoon of olive oil) will do the trick.

Poached egg and spinach salad

Ingredients

- Three poached or boiled eggs
- 100g spinach and watercress salad
- 2 tbsp tomato salsa
- Small handful walnuts
- Drizzle of olive oil and squeeze of lemon for salad
- Bread to serve

Benefits

Eggs

Great for muscle repair — three will give the recommended 20g dose of protein, plus vitamin B12 needed for healthy red blood cells. Eggs are one of the few sources of vitamin D, which supports immune function and bone health.

Spinach and watercress

Both are good for you — particularly so after cycling. Research in the *British Journal of Nutrition* found an 85g serving of watercress was enough to lower DNA damage following intense bursts of exercise in healthy young men. The benefits are thought to be down to the high levels of antioxidants in the

leaves. This was evident whether the volunteers ate the leaves every day, or a couple of hours before the workout.

Salsa

In 2013, Greek scientists published results of a study showing that tomato juice was as effective as a sports drink in supporting muscle recovery. This is because of a protective antioxidant known as lycopene, found in highest levels in cooked tomatoes. Add salsa to your salad — the olive oil in the dressing will help you absorb more lycopene.

Walnuts

For vegetarians, walnuts provide anti-inflammatory omega 3 oils. They also boast L-arginine, an amino acid converted to nitric oxide — a molecule that can help widen blood vessels, improving blood flow to the working muscle. Studies also show a daily serving of nuts (around a handful), reduces the risk of diabetes and heart disease.

COOK'S TIP:
If you find poaching eggs a Herculean task, use soft-boiled eggs — they can be prepped in advance and stored in the fridge to save time



Mark McNally: My week in training

Madison-Genesis's Mark McNally talks to *Cycling Weekly* about racing three times in a week at the Tour Series

Date: May 25-31, 2015 | Location: Crosby, Merseyside

Paul Knott

Mark McNally started his cycling career on the track, winning gold in the junior team pursuit at the 2007 European Track Championships for Great Britain alongside Luke Rowe, Adam Blythe and Peter Kennaugh. After five seasons with An Post-Chain Reaction, where he won the mountains classification at last year's Tour of Britain, he moved back to British soil with Madison-Genesis. Already a Tour Series team winner in 2009 with Halfords Bikehut, McNally was again victorious in this year's competition, with Madison-Genesis taking a narrow win over One Pro Cycling.

Monday

I have a coach [Jon Sharples], who sends me a plan every week, and at the moment he has got me doing longer, steadier rides just to keep the body ticking over. Some coaches can always be on your case, but Jon can provide you with what you want to know and give you a good plan — but nothing is set in stone. I think that's a good way of doing it, as he respects you enough to know that you'll be doing it — it's a nice working relationship.

Today was just a recovery ride for an hour and a half. I live in Crosby, north of Liverpool, where there is a long coast, so it is just an out and back ride.

WE SAY

It is important that you listen to the body when training and have the opportunity to be flexible. Being able to adapt your training plans according to how you feel will benefit you more than forcing yourself to ride training sessions while suffering from fatigue, injuries or illness.

Tuesday

We all went for an hour or so ride in the morning before my usual warm-up [on the turbo] before the race [Motherwell Tour Series round]. I've had the same warm-up since coming through the BC programme; you get warm-ups drilled into you there. It's changed over the last few years, though, as Team Sky came in and started warming up for road races. When I was on a Belgian team, the last five years you'd get laughed at if you asked for a turbo for a warm-up.

WE SAY

Making sure you have a consistent warm-up routine means that you'll start each race ready to go. It also

leaves more time to concentrate on other issues such as tactics and nutrition strategies.

Wednesday

We drove to Durham the next day and about two hours from the hotel we got the bikes out of the truck and cycled the rest of the journey. It was nothing too specific and it was quite chilled-out, with a bit of banter within the team keeping the morale high.

WE SAY

Recovery rides are almost as important as training rides, as it's important for McNally and his Madison-Genesis team-mates to reboot both physically and mentally after a short but intense period of racing.

Thursday

We raced in Durham on Thursday, it wasn't my best performance but we survived. Normally if you have a bad day, you only let yourself down; if it's four of your team-mates and your friends that you've let down, it's a little bit harder to stomach. But that's bike racing; we all have bad days — a bit of ripping afterwards and I was back to my old self.

WE SAY

Tour Series results are worked out by team rather than by individual; the race winner is the team with the lowest cumulative time for the team's five riders. As such, even though McNally wasn't feeling at his best, he still had to make it to the finish line.

Friday

We regrouped for Barrow [Tour Series round six], which is such a flowing and fast course, so we went into it to ride aggressively. If you make the race aggressive, you might be attacking and



Mark McNally

- Age: 25
- Discipline: Road
- Best results: First, mountains classification 2014 Tour of Britain; first overall 2011 Mi-Août Bretonne; 2007 gold junior team pursuit European Track Championships



On a day-long break-away on stage two of the Tour de Yorkshire

tiring yourself out, but if you do it right, everyone else has got to chase. It got to the point near the end where you could see nothing [a break] was going to go, so everyone is starting to think about the finish. So when Scud [team-mate Tom Scully] lit it up, everyone started to panic, which I always find quite funny. We got the sprint right in the end and we came away with the win.

WE SAY

Positioning is crucial in the Tour Series, as the races take place on narrow courses. Being aggressive and staying at the front eliminates the chances of going out the back when the race stretches out, or missing a significant move.

Saturday

Another long ride of three hours. I think Tom Stewart hit the nail on the head when he said it's important to come into the Tour Series as fresh as possible. On a normal week, if I'm racing on the weekend, I'd do a lot of intense turbo sessions, normally on Tuesday and Thursday. But with the Tour Series, you get your intensity in the crits, so you can afford to lay off the intensity and just keep topping up your base.

WE SAY

With more Tour Series events to come, McNally went for a long but steady three-hour ride, to keep his legs fresh and make sure they aren't fatigued.

Sunday

When I'm at home, I usually train with Johnny McEvoy (NFTO Pro Cycling), so I met up with him on Sunday. We have a standard loop, which is four hours long, and over the climb we do in the Chorley GP, so we ride out there, through the quiet roads, nice and steady.

WE SAY

Having the opportunity to train with other riders who aren't in your team gives variety, the novelty of someone else to talk to, and keeps things fresh, rather than solely riding on your own or with team-mates. It also provides the opportunity to learn new training techniques or routes.

Training your brain

Keeping a high cadence could lead to an improved performance

There is much discussion and research around the 'ideal' cadence for efficiency, with little conclusive evidence. While many studies have focused on the physiological effects, a new study by Swiss and German scientists suggest that pedalling cadence affects brain activity, and that certain types of cadence training can change brain activity, which would lead to a reduction in fatigue.

Thirty-six cyclists were assigned to a high-cadence group, a low-cadence group or a control group. For four weeks, all groups performed four hours of basic endurance training per week. Additionally, the high and low-cadence groups completed four bouts of 60-minute cadence-specific sessions per week at 120-140rpm and 60rpm for the high and low-cadence cyclists respectively — matched for intensity and total workload.

Immediately before and after the four-week study period, the cyclists performed incremental cycling tests at varying cadences, during which their fitness levels and brain activity was measured.

Those performing the extra cadence sessions increased their fitness over the controls; however, the gains were similar for both high and low-cadence cyclists. More interestingly, the high cadence trained cyclists showed significantly reduced levels of brain cortex activity when they subsequently pedalled at 'normal' cadences (around 90rpm). Moreover, the characteristic symptoms of fatigue took longer to emerge in the brain signals of these cyclists, and the researchers concluded that high-cadence training might help cyclists maintain performance during prolonged exercise.

J Sci Med Sport. 2015 Apr 15. pii: S1440-2440(15)00085-7

High cadence,
top performance



Great for...

post ride recovery

Salmon, shallots, tomato and herb sauce

This tasty fish dish is rich in protein and anti-inflammatory monounsaturated fats, providing a filling snack or lunch to support muscle repair after hard training.

INGREDIENTS

- 150ml olive oil
- ½ tbsp coriander seeds, crushed
- 4-5 shallots, finely sliced into rings
- 1 garlic clove, lightly crushed, but still whole
- 4 tbsp fresh flat leaf parsley, roughly chopped
- 2 very ripe tomatoes, peeled, deseeded and finely chopped
- 4 tbsp roughly chopped fresh flat-leaf parsley
- 1 lemon, zest and juice
- 2 tbsp olive oil
- 4 x 175g salmon fillets

For the crust

- 6 tbsp Hamlyns Scottish porridge oats
- 2 tbsp Hamlyns Scottish medium oatmeal
- 3 tbsp roughly chopped fresh chives
- 1 free-range egg

NUTRITION PER SERVING:

498
kcalories

19g
carbohydrates

43g
protein

28g
fat



Time
taken:
30min

METHOD

1. Preheat the oven to 220C/gas mark seven
2. Make the sauce base. Place the olive oil into a small pan over a low heat. Add the coriander seeds, shallots and garlic and cook gently for 10 minutes without colouring. Remove the garlic clove from the sauce, then stir in the chopped tomatoes, a good squeeze of lemon juice (keeping some back for drizzling on the salmon) and two tbsp of the chopped parsley, then set aside while you prepare the salmon.
3. To make the herb crust, place the oats, oatmeal, chives, the remaining parsley, one tbsp of lemon zest and egg in a food processor and blitz for 20-30 seconds until damp and crumbly looking.
4. Next, heat the oil in an ovenproof non-stick frying pan over a high heat. Season the salmon fillets and place into a hot pan, skinned side uppermost. Sear the salmon for one minute then turn over. Quickly press the herb mixture on top of the salmon, drizzle with lemon juice, then transfer to the oven and cook for 4-5 minutes (depending on thickness of the fillets), until the salmon is just cooked through and the crust is golden and crisp.
5. When cooked, remove from the oven and place a salmon steak onto each warmed serving plate, spooning the sauce around each of them. Finally, serve immediately with some buttered new potatoes.

TAKE HOME TRAINING SESSION

Long hill-climbs

Training for long climbs can be tricky if you can't access them. This session is the ideal preparation for climbs that you may face in upcoming events

Start off with a 20-minute warm up that progressively increases in intensity, as the 'replicated climbing effort' part of the session will be trying to imitate the feeling of a sustained period of climbing up a long climb.

During the 14-minute 'replicated climbing effort', ride at a brisk zone 3 effort and incorporate 20-second bursts that replicate the steep sections of long climbs every two minutes.

Make sure you don't sprint these sections as it is not a case of attacking or sprinting, but instead preparing the body for tougher sections of a climb. When riding the 20-second bursts, shift down a few gears and stand out of the saddle to simulate a

double-figure percentage section on a mountain.

Make sure you shift back up to your original gearing after the burst, so that there is a clear separation between the short 20-second burst and two-minute steady but brisk pace. It is not the aim to attack the first three bursts before crumbling on the last three of a set, aim for your last set to be as strong as your first, imagine yourself powering over the summit.

Complete six burst repetitions, including the two-minute brisk ride, and duplicate after a steady 10-minute active recovery ride. Complete the session with a 15-minute cool down spin.

Replicated climbing efforts

Time (minutes)	Zone
0-2	Z3
2-2.20	Z4
2.20-4.20	Z3
4.20-4.40	Z4
4.40-6.40	Z3
6.40-7	Z4
7-9	Z3
9-9.20	Z4
9.20-11.20	Z3
11.20-11.40	Z4
11.40-13.40	Z3
13.40-14	Z4

Effort	You can	It feels like you're...	Use it for...	% Max heart rate	% FT power
Easy Zone 1	Chat freely	Warming up	Warm-ups, cool-downs and recovery	60-65%	56-75%
Steady Zone 2	Speak one sentence at a time	Riding along in the bunch on the flat	Long rides	65-75%	76-90%
Brisk Zone 3	Speak a few words at a time	Breathing deeply and working hard	Long efforts of 10 to 20min	75-82%	91-105%
Hard Zone 4	Say only one word at a time	Really attacking (perhaps on a climb)	Efforts lasting 2-8min	82-89%	106-120%
Very hard Zone 5	Grun and gasp	Sprinting	Efforts lasting less than 2min	89%-MHR	121%+

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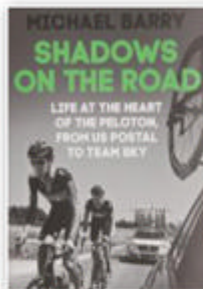
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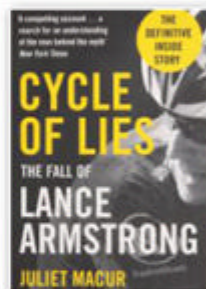
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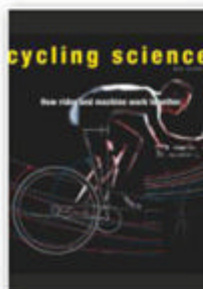
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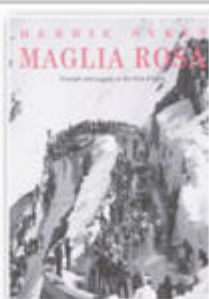
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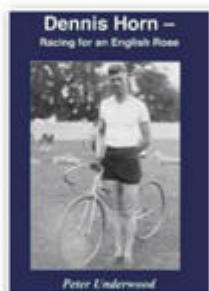
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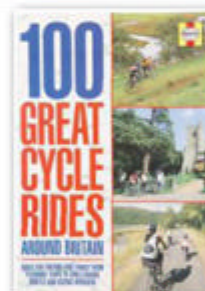


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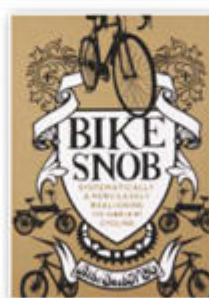
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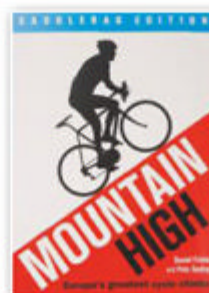
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Moor 2 Sea

CW
Difficulty
rating:
7/10

This
year's
event:
Sept 5

65
miles

2,012
metres
ascent

Venture into the wilds of Dartmoor and get ready for some serious climbing

Jocelyn Mack

If we weren't willing to suffer we wouldn't choose to cycle. It's a pursuit that enables us to test our athletic endurance and question the laws of physics as we pit our power against some of the world's toughest roads and gradients.

Luckily some of those tough roads and gradients are right here in the UK, with the South-West, and Dartmoor especially, home

Where is it?

From Exeter Racecourse the route leads out to follow the River Exe before picking up the coastal road south to the Teign Estuary. It then enters the 942km-square Dartmoor National Park at Haytor. This heather-clad moorland is dotted with dramatic granite tors and winding roads linking quiet villages.

Why ride it?

If you're looking to push yourself on some pretty tough roads, Dartmoor is the place to head. The routes feature some notable climbs with double-digit gradients commonplace. You can also pit yourself against the 3.6-mile long climb of Haytor in an attempt to clinch the event's KOM crown.

History

Stewart Bergman set up Just Events Ltd in 2012 with the Moor 2 Sea sportive. Now in its fourth year, the event is still going strong. In fact, last year, it was a sell-out success. Since then the company has expanded and now puts on five events as well as cycling camps around Dartmoor.



How to enter

This event sold out last year so head to the website to register tinyurl.com/qf8z25k.

HQ details

The event rolls out from Exeter Racecourse. If you're travelling southbound on the M5, it's just five miles from the end of the motorway, along the A38.

The closest train stations are Exeter Central and Exeter St Davids, both just over eight miles away, in the city centre.

Where to stay

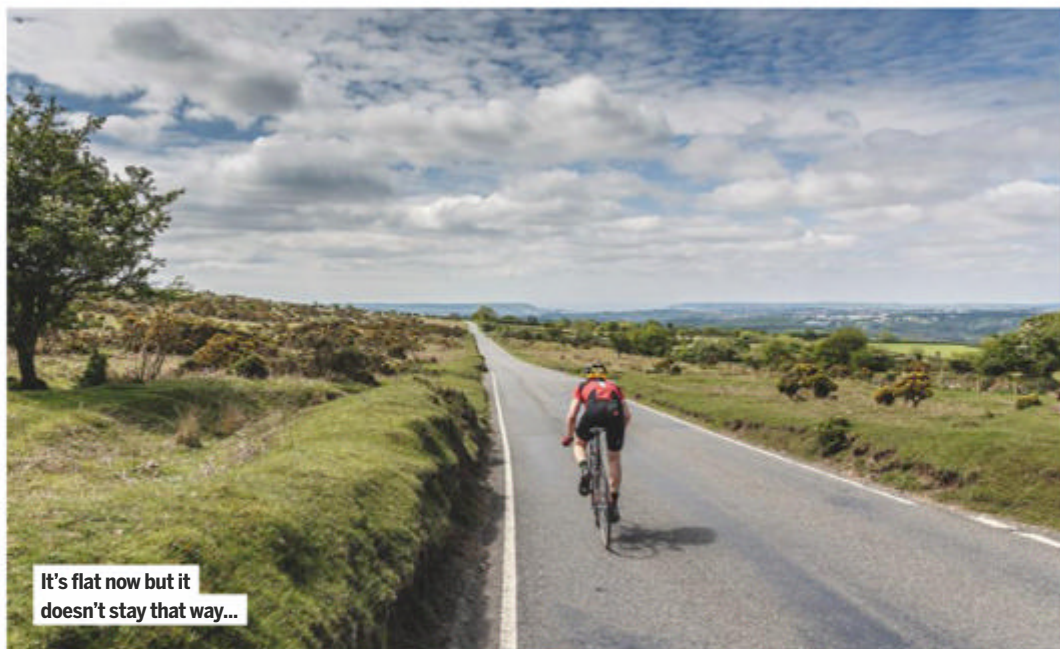
Exeter Court Hotel is just over two miles from the start or there is a Great Western or Jury's Inn in Exeter city centre. There are plenty of B&Bs close by including Old Vicarage in Kenton and Yeos Farm in Dunchideock. You can visit www.devonfarms.co.uk for local accommodation.

Where to eat

If you're venturing into Exeter city then check out Mill on the Exe for some gastro pub grub. For a treat, head to Angela's Restaurant on New Bridge Street. There is also the Ley Arms in Kenn or Vanilla Pod at the Cridford Inn, Trusham.

Local bike shop

Should you leave anything behind, stock up in Partridge Cycles just off the A38 in Kennford.



to many a fearsome climb. We rode the Moor 2 Sea last year, taking on the 65-mile route that crams in 2,000 metres of climbing. But what really had our legs wincing was that most of this is crammed into the last 30 miles, affording you little time to recover before the next ascent rears up.

With that in mind don't get too carried away with the downhill start, as the first section isn't particularly testing. From Exeter Racecourse you'll roll through Haldon Forest before looping north-east through Kennford to meet the River Exe at Starcross. There are a few pushes as you follow the A379, helping to warm the legs up nicely.

From the seaside town of Dawlish you'll be out of the saddle pushing up to Holcombe before turning back inland at Teignmouth and the Teign estuary. This is the most built up part of the route and you'll negotiate a few roundabouts and traffic lights on your way through but once it spits you out the other side of Teignmouth, there is a stretch of road that runs parallel to the sea that offers great views over the English Channel.

The feed pops up as you turn back inland at 23 miles. Chances are you won't feel the need to stop

but the intensity of riding is about to ramp up — stop to fill your pockets.

Through the small town of Bovey Tracey we soon found ourselves up on the top of the moors weaving between granite tors, heather-clad moorland and wild ponies, but not before tackling Haytor Vale — the stretch of road that could see you crowned King of the Mountains.

You're now exposed to the elements of the wild moors. Of course, a headwind generally ensues to make the uphill struggle all the more tough.

Through Ponsworthy, after the 15 per cent, climb you'll meander by the East Dart river on a narrow road that undulates through pastoral land, crossing quaint stone bridges.

A right turn onto the B3212 and you'll pass the highest pub in southern England: the Warren House Inn. This is a tough exposed section of road that cuts through the uppermost parts of the remote wilderness of the National Park. It may have long uphill drags but they are complemented with long and fast-flowing descents.

As the moors gradually begin to fade away through Docombe and Dunsford, the final few miles of tarmac lie before you. The finish line may feel like it's within touching distance, at only seven miles away, but it's defended by some serious climbs. Dig in and keep pushing. It's a long slog up Tick Lane and our Garmins flashed an eye-popping and thigh-burning 26 per cent at one point. The left turning at the top doesn't offer any respite, just directs you into more torturous territory with another tough push up to Haldon Belvedere Castle.

It's a nice run back to the finish; back through Haldon Forest where, if you're like us, you'll look back fondly on the sufferfest that is Dartmoor. ■

ORGANISER'S TARGET TIMES

Route	Award	Distance	Ave speed (Men)	Time	Avg speed (Women)	Time
Inspire	Bronze	37 miles	10.4mph	3hr 34mins	9.9mph	3hr 43mins
Inspire	Silver	37 miles	12.1mph	3hr 03mins	11.7mph	3hr 10mins
Inspire	Gold	37 miles	13.9mph	2hr 40 mins	13.5mph	2hr 45min
Challenge	Bronze	65 miles	11.4mph	5hr 42 mins	11mph	5hr 56 min
Challenge	Silver	65 miles	13.2mph	4hr 55min	12.8mph	5hr 05 min
Challenge	Gold	65 miles	15.1mph	4hr 19 min	14.6mph	4hr 28min
Extreme	Bronze	112 miles	12.5mph	8hr 57 min	12mph	9hr 18min
Extreme	Silver	112 miles	14.4mph	7hr 48min	14mph	8hr 03 min
Extreme	Gold	112 miles	16.3mph	6hr 53 min	15.8mph	7hr 07min

The challenges

1 Teignmouth Hill

A good test to see how your legs feel, as it's the first long climb of the day and Haytor is next up. This takes you out of Dawlish and on your way to Holcombe and Teignmouth.

2 Tick Lane

This long climb is only six miles from the finish. Starting just after the village of Doddyscombsleigh, it winds through the trees with an average gradient of 10 per cent.

3 Ponsworthy

A right turn takes you through the ford, but don't slow down too much, as this climb is straight in at 15 per cent. While it is only 0.5km long it doesn't let up and ramps, albeit very briefly, to 26 per cent.

NAIL IT

4 Haytor

This uphill struggle sits at number nine of Simon Warren's *100 Greatest Cycling Climbs*, bagging its spot through a mixture of length, average gradient (six per cent) and maximum gradient (12 per cent) — it's not one to be taken lightly, in other words. From the town of Bovey Tracey, the climb begins, and after a couple of 12 per cent sections and a cattle grid (power over this as you'll naturally slow down, losing your rhythm) the road opens up and you're exposed to the winds that sweep over the moors. You'll think the slog is over but it's a false flat. A 10 per cent kick will lead you to the finish.



Download the GPX file at tinyurl.com/patgygt. Event website www.justevents.org

Ilkley Cycling Club

Simon Schofield joins one of the UK's biggest clubs to discover the secret of its popularity

The bar is packed with post-ride cyclists. The only civilians present are the staff handing out free food. The excited chat is about tonight's rides and the club's upcoming two-day stage race. And the recovery drinks — largely beer — are flowing freely. Welcome to one of Britain's biggest cycling club's Thursday night ride.

Ilkley CC is a phenomenon. Just think about this because it is an astonishing statistic: one in every 10 people who live in Ilkley is a member of its cycling club.

"I moved here from London specifically for the cycling and this is a great cycling club," Camilla Boyton, 33, a doctor, tells me over the hubbub.

The landlady of the Vaults Bar, on Ilkley's riverside,

knows which side her bread is buttered, with thirsty cyclists flooding the bar — and the free roast potatoes are going down a storm.

"Even Trip Advisor says that Thursday night in the Vaults is best avoided unless you're in club kit!" laughs Mike Cooper, 61, leader of the B1 Ride, which has just made a serious attempt at ripping *Cycling Weekly's* legs off.

Around 70 riders are out tonight, a chilly but crystal clear evening. Congregating at an old stone bridge over the River Wharfe, a stone's throw from the Vaults, we're smartly divided into five groups, ranging from 12mph leisure riders to the fast lads and lasses on the A ride.

The club's enormous membership — there are

1,400 fully paid-up — means that this ride is as diverse as much of the club's offering. "We do cater for everybody," says Stephanie Millward ICC chair. "There are rides every day of the week except Friday, and if you turn up you're guaranteed a ride with someone your level."

Recreation to racing

As we roll out into the spectacular Yorkshire Dales National Park, Cooper explains that ICC simply does everything. Its own sportive, the White Rose Classic, this year on June 28, is popular, and a money-spinner for the club's grass-roots activities. Its two-day stage race in the classic cycling country on its doorstep has attracted entries from all over the country.

The town centre crits established for the Grand Départ last year return this summer. "People in the town begged us to put the races on again," says Millward. ICC is also highly active in TT, cyclo-cross and youth cycling and its social side is vibrant. Fully 40 per cent of the membership is female — this is the very essence of the modern, well-organised, forward-thinking cycling club.

Club facts

Based: Ilkley, West Yorkshire

Members: 1,400

Formed: First in 1896, reformed in 2011

Club meets: The Old Bridge, Denton Road, Ilkley, Thursday 7pm, Sunday 8.30am, chaingangs, club runs, beginners' rides, women-only rides.

The black, green and yellow Ilkley kit dominates local roads. Friendly local club gossip attributes at least some of the mind-boggling success of Ilkley CC as stemming from an attractive discount deal with a certain high-end clothing company that made the £10 club membership a steal. "Not so!" laughs Millward. "A handful of people did join to get that deal. But it was a very short-lived thing that was taken down very quickly."

Within 10 minutes of setting off, we're in the Dales National Park. Crisp, cool air, almost completely traffic-free roads and spectacular countryside make for ideal riding conditions.

The B1 riders hold a strong pace and we quickly pick up a couple of dropped riders from the A group who took the

History

Ilkley CC has two incarnations — the ancient and the modern. It was first established in 1896, but the old version of the club is awaiting proper archiving from a recently discovered scrapbook. The club's modern kit pays homage to its roots. In the 1950s, then known as Ilkley and District CC, the club organised the Yorkshire Dales Road Race but in the early 1960s, the club all but ceased to exist.

It was re-born in 2011, springing from a small, informal bunch of riding mates. "The idea to reform the club came from a

few of us noticing just how many other riders we saw around the local roads," says Stephanie Millward, chair of ICC. "Former chair Paul O'Looney organised a meeting in a local pub to try to kick start the new version and expected a handful of die-hards. It was packed out, with over a hundred people."

The growth since has been little short of remarkable. Within a year the club had 1,000 members and Ilkley now lays claim to being the largest cycling club in the country, at 1,400 paid-up members. Millward attributes the success to low

subs, an inclusive ethos and a friendly approach.

Achievements

- Awarded National Sports Club of the Year 2013.
- ICC member Scott Thwaites wins bronze in 2014 Commonwealth Games.
- ICC fourth in Yorkshire Regional BC points ranking.
- Restablishing the White Rose Sportive in 2012 — all profits to grass-roots cycling.
- Successful Youth Cycling Development programme.
- Club events, including



open time trials, a stage race, town centre crits established and growing. ■ Enacting club motto: 'Recreation to racing'.



Ilkley CC club run

Ride highlights

1 The Scale, Barden
Just past Bolton Abbey, you pass a stone tower that's so picturesque you imagine a princess letting down her hair, before a steep drop to an ancient stone bridge.

2 Burnsall Lane
Found between Hartlington and Hebden, this is a ridge road overlooking the beautiful village of Burnsall and the River Wharfe. One of the best cycling views in the country.

3 Burnsall climb
The 'staircase' climb leaving Burnsall on the B6160, features steep ramps, with short flats in-between, before entering a final densely wooded pitch. A real test of stamina.

Favourite cafes

Zarina's, a popular spot in a postcard village that serves hearty food, is a frequent ride mid-point (Middle Lane, Kettlewell, North Yorks, BD23 5QX).

Wharfe Valley Tea Room is a cyclist-friendly refuelling stop, popular with the many pro riders who train in the area (The Green, Burnsall, North Yorks, BD23 6BS).

La Stazione's attraction is its quality coffee, with members assembling for pre and post-ride shots (Station Road, Ilkley, LS29 8HF).





Social whirl: Ilkley B1s get ready to roll



Ilkley crit: a popular local spectacle



The Vaults pub: home from home

Meet the club



Mark Verity, 51: "I moved to Ilkley and the first thing I did was join the club. I was made to feel very welcome."



Linda Thwaites, 62 (Scott Thwaites' mum): "I ride as often as I can — everybody is so friendly. It's a really lovely club."



Camilla Boyton, 33: "The riding here is superb, in beautiful countryside. It might even encourage me to get back into racing!"



Michael Cooper, 61: "Other clubs can be snooty. We are inclusive and never turn anyone away. There's always a ride for you."

same route. "We scoop them up and then nobody gets left on their own," says Cooper.

The first half of the ride is dominated by short, steep climbs that make the Dales so challenging — many riders

find enough breath to talk, but as we turn for home, hands hit the drops, the chat dies away and the hammer goes down.

Barrelling through the villages as the Tour peloton did last year, the terrain is in

our favour and the pace in the tight, 20-strong group is high.

It's about as exhilarating as club cycling gets. You might think that members of ICC don't know how lucky they are — but I suspect they do. ■



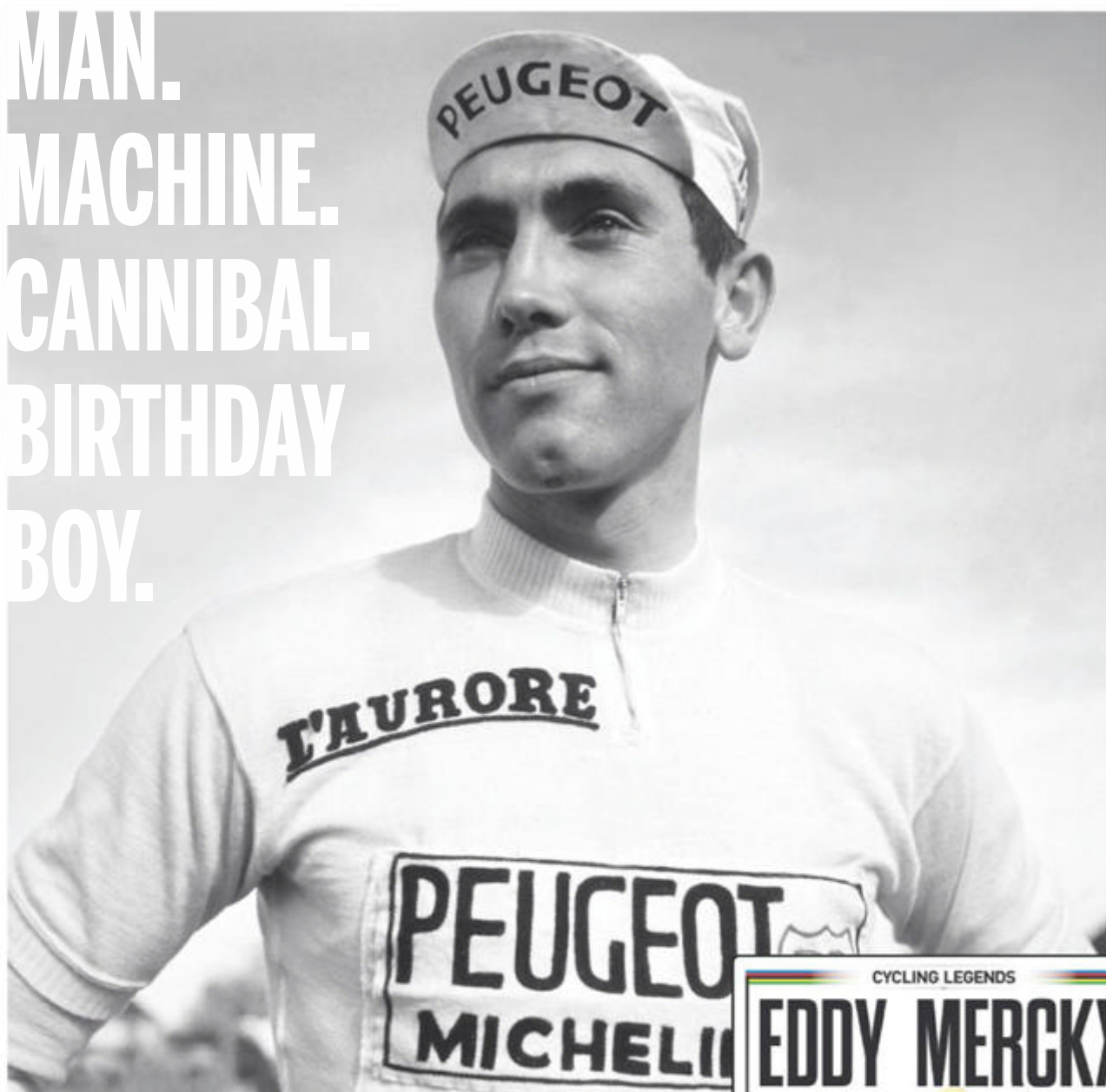
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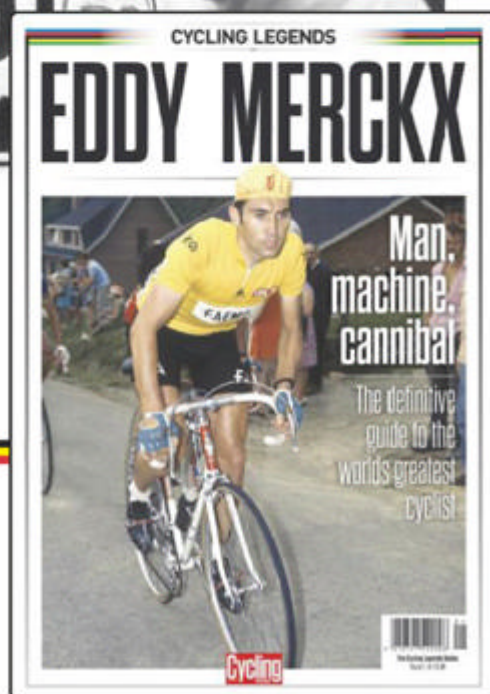
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New Sky thinking at the Dauphiné



Time bonuses give Froome the edge over van Garderen

Words: Kenny Pryde Photos: Graham Watson

The Critérium du Dauphiné is a long-established pre-Tour de France 'warm-up' race and a form indicator. There's no doubt that in winning it Chris Froome has given himself and Team Sky a huge psychological boost — this is the first WorldTour race he's won since stage one of the 2014 Dauphiné — but the form and performances of his rivals were impressive too. If Froome heads to the Tour as a big pre-race favourite, then BMC's Tejay Van Garderen and defending champion Vincenzo Nibali of Astana can't be discounted.

Froome claimed two Alpine summit stage wins but never wore the yellow and blue jersey of race leadership, while Nibali won and led the race and Van Garderen's BMC team claimed the team time trial stage which put the 26-year-old in a strong position. Additionally, Van

Garderen caught and dropped Froome on the Pra Loup finish climb on stage five, claiming the leaders' jersey in the process. Take away the stage finish time bonuses and the winner of the Dauphiné would have been Van Garderen — Froome won 24 seconds in bonuses to the young American's 12.

Tactical masterclass

But there *were* time bonuses and Team Sky's tactics and riding were engineered to take advantage of them. Froome and Sky were worthy winners; the point being that Van Garderen wasn't that comfortably put away by a Sky team that was far stronger than BMC in the mountains, where Van Garderen was often left exposed.

And what of the yo-yoing Nibali? Last year Nibali's performance at the Dauphiné was more anonymous — this

year he held the race lead and his Astana team was second in the team time trial. Nibali's 'Dauphiné-as-training' strategy worked to perfection last year and, given his performances in a harder Dauphiné this year, anyone writing off the Italian hasn't been paying attention.

The Dauphiné is a big race for French teams and Nacer Bouhanni scored two sprint wins and the points jersey for Cofidis, a big confidence-booster for team and rider in the run-up to the Tour. A pumped-up Bouhanni in the Tour will be a sight to behold. Additionally, Romain Bardet of Ag2r La Mondiale, sixth in the Tour last year, scored a brilliant solo win in the Alps and, even if Jean-Christophe Péraud, the surprise Tour runner-up last year, looks a bit short of form, the French left the Dauphiné in good spirits. Not quite as good as Froome and the Sky camp though...

MTN-Qhubeka shine

Working hard to get into breaks in the early stages gave Eritrean Daniel Teklehaimanot a good base from which to win the Dauphiné climber's prize, the first WorldTour jersey won by the African team. In stellar company on a tough parcours, Teklehaimanot's riding was a credit to the Pro Continental team, who have a wildcard invitation to the Tour.

Additionally, its young talent Louis Meintjes was third on the queen stage, seven seconds behind winner Froome and Van

Garderen. Following up his overall (and stage) win in the Coppi e Bartali earlier this season, Meintjes has caught the eye of WorldTour squads. Add the riding of a lean-looking Steve Cummings and Edvald Boasson Hagen, then compare MTN's performances to those of more fancied teams like Trek, Europcar, Giant and Tinkoff-Saxo, and MTN-Qhubeka is punching way above its weight.

Alex Sans Vega, one of the team's sport directors and coach, was happy with

the progress. "We've had good results in the Giro del Trentino, in Coppi and Bartali, in Norway [Tour of Norway, Tour des Fjords]. I've been working with the African riders and it's been enjoyable. Everything you ask them to do they try to do it — they listen. It's been great for the team too because I think everyone expected the bigger name signings to get the results, but instead it's been the African riders and the media can see MTN-Qhubeka is more than the four big names."



Teklehaimanot: new climbing sensation

167

number of starters

133

number of finishers

4

number of summit
finishes

38

age of oldest rider, Trek's
Haimar Zubeldia who
finished 42nd

2,250

height in metres of the Col
d'Allos, high point of race

24

bonus seconds won by
Chris Froome

**Sky take charge on
stage seven**

Critérium du Dauphiné results

Stage 1: Ugine > Albertville 132km

Winner: Peter Kennaugh (Team Sky)

Kennaugh was part of a late break that was on the verge of being caught, but the Manxman jumped clear with two kilometres to the line to take the win and leader's jersey.

Stage 2: Le Bourget-du-Lac > Parc des Oiseaux Villars-les-Dombes 173km

Winner: Nacer Bouhanni (Cofidis)

There were just three stages for sprinters and Cofidis's big-money signing needed a win more than most. With the break mopped up, Bouhanni won his first WorldTour race of the year.

Stage 3: Roanne > Montagny 24.5km (TTT)

Winner: BMC

A short, undulating team time trial was always going to upset the general classification.

BMC — reigning world champions — won, with Rohan Dennis taking the lead, but Sky rather underperformed, losing 35 seconds.

Stage 4: Annecyon > Sisteron 228km

Winner: Nacer Bouhanni (Cofidis)

The longest stage of the race featured two climbs but even the final fourth cat, a mere 13km from the line, couldn't shake Bouhanni and he won again, gaining form and confidence for the Tour.

Stage 5: Digne-Bains > Pra Loup 161km

Winner: Romain Bardet (Ag2r-La Mondiale)

An electrifying descent off the Col d'Allos by Bardet saw him hold off a Sky-led charge on the

climb to the line as the big names showed and Tejay Van Garderen took the lead.

Stage 6: Saint-Bonnet-en-Champsaur/Villard-de-Lans > Vercors 183km

Winner: Rui Costa (Lampre-Merida)

Wild, wet conditions early on saw a break escape containing Nibali, Valverde and Costa staying clear to contest the win. Froome and Van Garderen lost two minutes to new leader Nibali.

Stage 7: Montmelian > Saint Gervais Mont Blanc 155km

Winner: Chris Froome (Team Sky)

The early break was never given much leeway and Sky once again assumed control and pace-setting. Nibali and Valverde cracked and Froome dropped new leader Van Garderen to take the stage.

Stage 8: Saint Gervais Mont Blanc > Modane Valfrejus 156.5km

Winner: Chris Froome (Team Sky)

With 18 seconds between leader Van Garderen and Froome in second, this was always going to be a last-climb tear-up. Sure enough, Sky thinned out the bunch, Froome attacked and won both stage and overall.

Overall classification

1. Chris Froome (Team Sky) 30:59.02; 2. T. Van Garderen (BMC) +0.10; 3. R. Costa (Lampre) +1.16; 4. B. Intxausti (Movistar) +1.21; 5. S. Yates (Orica-GreenEdge) +1.33; 6. R. Bardet (AG2R) +2.05; 7. D. Martin (Garmin-Cannondale) +2.52; 8. J. Rodriguez (Katusha) +3.06; 9. A. Valverde (Movistar) +3.12; 10. A. Talansky (Garmin-Cannondale) +4.17

Constitution Hill

Swansea, Wales

Simon Warren

I witnessed some of the most memorable, all-or-nothing racing I've ever seen on this tiny climb, at the end of stage three of the 2010 Tour of Britain. It had rained all day, the peloton together with the fans had been well and truly battered by the weather, and Constitution Hill was the last obstacle between the riders and potential victory. The leaders arrived and promptly destroyed themselves on its perilously slippery cobbled slopes. Unable to get out of the saddle for fear of losing traction, they forced the cranks round in their lowest gear with their muscles straining and their

CW
Difficulty
rating:
4/10

tendons at the point of snapping. Towards the top, those able took to the 12 inches of smooth paving that bordered the cobbles, a narrow strip that just seconds earlier was occupied by us spectators before we jumped back and held in our stomachs, the riders passing within inches — it was amazing.

To ride the climb yourself, find the base on Hanover Street where it rears up abruptly, immediately, to its 20 per cent gradient and doesn't waver until you pass through the bollards at the summit. Hit it hard and, whatever you do don't mimic the pros and ride in the gutter; you must experience the full glory of its 20 per cent cobbles. *That* is the challenge.



Ian Bibby: iron constitution in 2010

Photo: Andy Jones

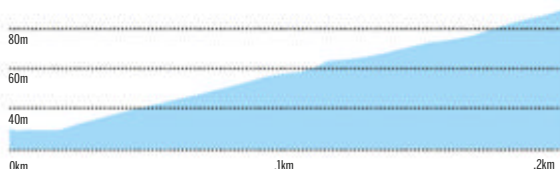
The stats

WHERE First, find the A4118, Walter Road. Turn north on to Humphrey Street, cross Hanover Street. Ignore the no entry signs (for motor vehicles) and attack it.

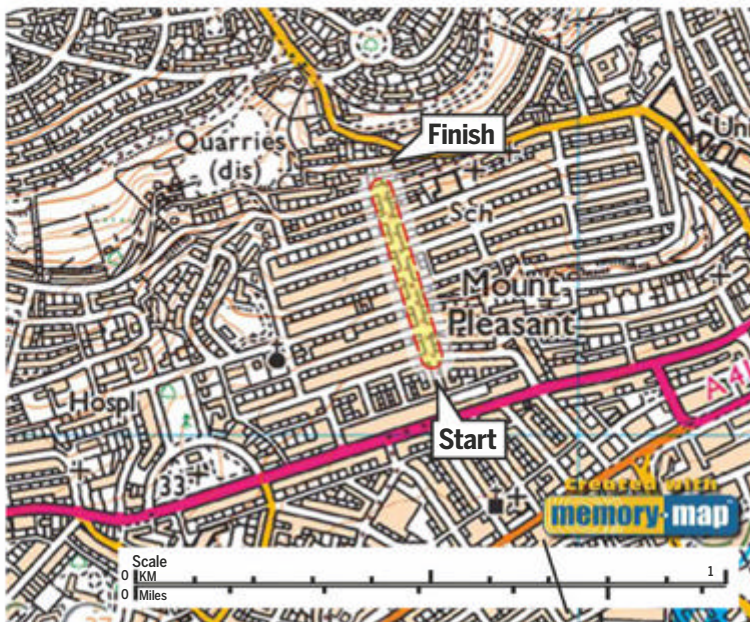


KOM Top Tip Don't go in the wet or you could be walking

200m	84m	56m	20%	22%
Length	Summit height	Height gain	Average gradient	Max gradient



Strava file: www.strava.com/segments/6670867



Ordnance Survey mapping © Crown copyright. AM46/13. Created with Memory-Map

A full-page background image of cyclist Lizzie Armitstead in a white and blue Sky team kit, wearing a white helmet and red-tinted sunglasses, leaning forward on her black and teal road bike. Other cyclists are visible in the background, including one in a German national team kit.

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Lizzie Armitstead, 2014 UCI Road World Championships

*Conditions apply

Oliphant scores a Scottish hat-trick

EVAN Oliphant (Raleigh GAC) regained the Scottish Criterium Championship title when he stormed to victory in the title race at Stirling on Sunday. The 33-year-old, who won the 2010 and 2013 championships, took the 2015 race by around 30 metres, getting clear of Steven Lawley (Neon Velo) in the uphill cobbled sprint to finish in the shadow of Stirling Castle.

Meanwhile, the women's title went to Erika Allen (Team Thomsons Cycles) from Ellen McDermott (Team Wattcycle), while Harry Johnston (Team Thomsons Cycles) was crowned junior champ.

Seven-up

Elsewhere, Rhys Howells (Richardsons-Trek) won the Glendene CC Summer Classic in Essex after shaking off his seven breakaway rivals with just three miles remaining.

The 27-year-old crossed the line at the end of the 141-kilometre race near Great Saling 15 seconds clear of Tom Neale (Catford-Equipe Banks), with Will Goulbourne (Corley Cycles) third.

Edinburgh rider Graeme Cross (The Bicycle Works) won a sprint finish to take top honours at the Tom Anderson Memorial at Stenhousemuir, and with it took the Scottish Veterans' Road Race Championship title.

Jack Escritt (HMT Academy-JLT-Condor) secured his first win in the National Junior Series when he won the Loughborough University Road Race by eight seconds from Oli Peckover (Sherwood Pines).

Time trials

In time trialling, Andrew Meilak led a one-two for VeloRefined Aerosmith in the Kent CA 100 on the new Q100 course at Kingsnorth. He clocked 3:45.12 — the second fastest time this season so far — while his team-mate Kevin Tye took second with 3:51.20. Fastest female was Eva Nyirenda (a3crg) with 4:34.02, just 45 seconds ahead of the next best woman.

And in the Team Axiom 25 in Hampshire on Sunday, Rob Sharland (Paceline RT) won in an impressive 48.43, giving him victory by 2.27 over Simon Mcnamara (South Downs Bikes). The day before, the Team Axiom 10 had been narrowly won by Adam Atkinson (34 Nomads) in 20.03, just five seconds better than second-placed Gary Chambers (RNRMCA).

Just one second separated the top two in the VTTA (East Anglia) 50 at Six Mile Bottom in Cambridgeshire on Saturday. Dave Green (Velovelocity.co.uk) took the win with 1:40.32, just ahead of Pete Lawrence (Team Swift). Teresa Goddard (Kingston Wheelers) was fastest woman in 2:00.11.

Rider of the week

Nathan Allatt
(Holmfirth CC)

The 15-year-old from West Yorkshire beat all senior opposition to win the Yorkshire Coast Clarion 20-mile event near Bridlington, just days after winning the BSCA regional 10 at Boroughbridge with an impressive 22.16.

Time trials

Saturday, June 13

Men's National 50-Mile Championship (Goostrey, Cheshire):

1. Matthew Bottrill (drag2zero.com) ...	1:41.22
2. M. Clinton (Mike Vaughan Cycles)	1:44.32
3. B. Harwood (Terry Wright Cycles)	1:44.47
4. A. Jackson (Team Swift)	1:45.25
5. M. Smith (Team Velovelocity)	1:45.48
6. J. Parker (PMR@Toachim House)	1:45.55
7. J. Williams (Revolutions Racing)	1:45.59
8. J. Bouttell (Team Velovelocity)	1:46.09
9. D. Crawley (Fibrax-Wrexham RC)	1:47.57
10. D. Bloy (Team Velovelocity)	1:49.08
Team: Team Velovelocity (Smith, Bouttell, Bloy)	5:21.05

Sunday, June 14

Women's National 50-Mile Championship (Prees, Shropshire):

1. Julia Shaw (drag2zero.com)	1:53.09
2. H. Simmonds (Team Velosport)	1:54.22
3. A. Hibbs (Team Wattcycle)	1:58.27
4. K. McNeill (Berkshire Tri Squad)	1:58.36
5. B. Ewing (Trainsharp RT)	1:59.11
6. J. Muller (Paceline RT)	2:01.24
7. I. Shepherd (Sunderland Clarion)	2:01.31
8. R. Armitage (Team Echelon-Rotor)	2:01.33
9. R. Rimmington (Trainsharp RT*)	2:01.38
10. B. Lewis (Fibrax-Wrexham RC)	2:01.56
Team: Trainsharp RT (Ewing, Bowie, Reid) ..	6:22.18

Kent CA100 (Kingsnorth):

1. Andrew Meilak (VeloRefined Aerosmiths)	3:45.12
2. K. Tye (VeloRefined Aerosmiths)	3:51.20
3. D. Chiddenden (Abellio SFA RT)	3:57.46
4. N. Wilson (Rye and Dist Wh)	3:58.56
5. M. Piper (Abellio SFA RT)	4:02.36
6. S. Henderson (Thanet RC)	4:03.38
7. M. Whittaker (GS Invicta)	4:04.39
8. P. Pav Bryan (Rye and Dist Wh)	4:04.46
9. M. Hill (VeloRefined Aerosmiths)	4:12.09
10. Shaun Williams (Abellio SFA RT)	4:13.11
Women: Eva Nyirenda (a3crg)	4:34.02

West Wales Cyclists' League 100 (Welsh Championship, Llanwrda):

1. Daniel Colman (Pembrokehire Velo)	3:58.08
2. J. Beech (Onit Sports)	3:59.17
3. N. Brown (Team NBCC)	4:20.33
4. P. Colman (Pembrokehire Velo)	4:20.44
5. J. Ford (CC Blaenau Gwent)	4:21.01
6. M. Teece-Round (Ystwyth CC)	4:23.10
7. A. Davies (Bynea CC)	4:23.44
8. C. Woolley (Rhondra Tri Club)	4:26.02
9. G. Thomas (San Domenico)	4:32.26
10. D. Hill (Cardiff 100 Miles RCC)	4:32.58
Veterans on std: Nick Brown	+44.04
Women: Lee-Michelle Jones (Bynea CC) ..	5:02.24

Shirley Roads Club 50 (Alcester, Warwickshire):

1. Charles Taylor (South Pennine RC)	1:44.35
2. M. Corbett (Worcester St Johns CC)	1:48.43
3. S. Westwood (Walsall RCC)	1:51.49
4. D. Costello (Walsall RCC)	1:54.03
5. D. Dovey (Walsall RCC)	1:55.31
6. A. Overton (Wyre Forest CRC)	1:56.01
7. R. Eason (Solihull CC)	1:56.31
8. T. Wood (Team Echelon Rotor)	1:56.34
9. D. Meacham (Wyre Forest CRC)	1:57.14
10. A. Shipton (Gloucester City CC)	1:57.17
Women: Liz Powell (Mike Vaughan Cycles) ..	2:01.46

Veterans on standard: Joseph Costello ... +28.46
Teams: Walsall RCC (Scott Westwood, Joseph Costello, Dean Dovey)

Southborough & District Wheelers 25 (Maresfield, East Sussex):

1. Peter Tadros (InGear-Quickvit-Trainsharp RT)	53.15
2. N. Malins (4T+ Velo Club)	54.59
3. C. Yates (East Grinstead CC)	55.28
4. C. Walton (Southborough & District Wheelers)	55.53
5. N. Couchman (Southborough & District Wheelers)	55.55
6. M. Kuwertz (Southborough & District Wheelers)	56.13
7. J. Woodward (Sussex Revolution VC)	57.32
8. M. Coombs (Lewes Wanderers CC)	57.37
9. J. Haasz (VC de Londres)	59.02
10. S. Ramsey (Lewes Wanderers CC)	59.13

Camel Valley C&T 10 (Tresillian, Cornwall):

1. Sandy Gourley (Penzance Wheelers) ...	21.33
2. T. Gilbert (Penzance Wheelers)	21.45
3. G. Fouracres (St Austell Wheelers)	21.59
4. D. Masterton (cyclelogic.co.uk)	22.26
=5. P. Friday (cyclelogic.co.uk)	22.47
=5. W. Hatton (St Austell Wheelers)	22.47
7. T. Meevoy (Lanhydrock Wheelers)	22.53
8. A. Green (Dales RT)	23.05
9. S. Pickering (cyclelogic.co.uk)	23.14
10. D. Ayling (Penzance Wheelers)	23.15
Woman: Zoe Betteridge (North Devon Wheelers)	24.02
Juvenile: Jamie Plummer (Mid Devon CC) ..	24.01

Saturday, June 13

VTTA East Anglia 50 (Six Mile Bottom, Cambridgeshire)

1. Dave Green (Team Velovelocity.co.uk)	1:40.32
2. P. Lawrence (Team Swift)	1:40.33
3. D. Lazenby (Baines Racing Silverstone Cycles)	1:42.00
4. G. Taylor (Shorter Rochford RT)	1:43.45
5. R. Gifford (InGear-Quickvit-Trainsharp RT)	1:44.00
6. C. Whitwell (St Ives CC)	1:44.38
7. R. Hancock (St Neots CC)	1:44.45
8. S. Taylor (RAF CC)	1:44.58
9. D. Lubin (Ciclos Uno)	1:45.17
10. T. Davies (Icknield RC)	1:46.14
Woman: Teresa Goddard (Kingston Wheelers CC)	2:00.11
Veteran on standard: Peter Horsnell (Chelmer CC)	+45.45
Team on standard: Chelmer CC (Peter Horsnell, Stuart Clarke +33.29, John Golder +33.04) ..	+1:52.18

Adept Precision RT 25 (Knapton, North Yorkshire)

1. Michael Ellerton (Team Swift)	50.40
2. M. Thaxter (HD Revolutions)	50.50
3. S. Tyson (Adept Precision RT)	50.54
4. K. Murray (Strategic Lions)	51.11
5. M. Wolstenholme (Team Swift)	51.28
6. S. Ayres (VC Bradford)	51.36
7. D. Gee (Teesdale CRC)	51.44
8. C. Isatts (Berwick Wheelers CC - SCU)	52.13
9. B. Metcalf (Team Swift)	52.14
10. R. Brennan (Preston CC)	52.18
Veteran 40-49: Ian Cox (North Lancs RC) ...	20.05
Veteran 50-59: Paul Fleming (Preston Wheelers)	20.24
Veteran 60-69: Dave Isherwood (Team Swift)	20.53
Veteran 70: Mike Westmorland (Border City Wheelers)	23.22
Woman: Henrietta Colborne	

(Bonito Squadra Corse).....22.16
Junior: Henry Johnson (Speedflex).....19.44
Juvenile: Lewis Hartley
 (Inspire VCUK Youth RT).....22.37
Team: North Lincs RC (Steve Irwin, Ian Cox and Mark Haydock)

Yorkshire Coast Clarion CC 20.3 (Bridlington, North Yorkshire):

1. Nathan Allatt (Holmfirth CC).....47.00
 2. S. Pickard (Scarborough Paragon CC).....48.42
 3. R. Tuma (Albarosa CC).....48.50
 4. A. Askwith (Bridlington CC).....48.56
 5. S. Pickard (Vive le Velo).....49.17
 6. J. Trevor (Hull Thursday RC).....50.04
 7. A. Marshall (VS Cycles Brighouse).....50.24
 8. J. Levick (Tuxford Clarion).....50.50
 9. I. Clarke (Tuxford Clarion).....53.51
 10. R. Bielby (Hull Thursday RC).....56.15

Team: Tuxford Clarion
Veteran: Roman Tuma
Junior: Nathan Allatt

Northampton & District CA 15 (Sawtry, Cambridgeshire):

1. Luke Hattersley (St Ives CC).....32.58
 =2. J. Gelsthorpe (Peterborough CC).....33.34
 =2. P. Lunn (unattached).....33.34
 4. D. Langlands (Fenland Clarion CC).....33.45
 5. M. Jones (Team Salesengine.co.uk).....33.57
 6. M. Eley (Ely & District CC).....34.11
 7. S. Hayes (Team Salesengine.co.uk).....34.21
 8. E. Cacciatore (A5 Rangers CC).....34.23
 9. S. Wood (Peterborough CC).....34.35
 10. G. Pym (Team Zenith).....34.49
Team: Peterborough CC (James Gelsthorpe, Steve Wood, Paul Pardoe).....1:43.14
Woman: Jackie Field (CC Ashwell).....37.13
Junior/Juvenile: Christopher Tew
 (Kettering CC).....46.08

Lancaster CC 10 (Lindale, Cumbria):

1. James Gullen (Velosure-Starley-Primal).....19.03
 2. R. Bideau (Pendle Forest CC).....19.25
 3. S. Irwin (North Lincs RC).....19.39
 4. H. Johnson (Speedflex CC).....19.44
 5. D. Allonby (Cleveleys RC).....19.59
 6. D. Grieves (GS Metro).....20.01
 7. I. Cox (North Lincs RC).....20.05
 =8. T. Brook (Lancaster CC).....20.08
 =8. M. Haydock (North Lincs RC).....20.08
 10. A. Thomson (Sandy Wallace Cycles).....20.18
Team: North Lincs RC
 (Irwin, Cox, Haydock).....59.52
Veterans 40-49: Ian Cox
50-59: Paul Fleming (Preston Wheelers).....20.24
60-69: Dave Isherwood (Team Swift).....20.53
Over-70s: Mike Westmorland
 (Border City Wheelers).....23.22
Women: Henrietta Colborne
 (Bonito Squadra Corse).....22.16



Winner Jack Escritt leads in Loughborough

Juniors: Henry Johnson (Speedflex).....19.44
Juveniles: Lewis Hartley
 (Inspire VCUK Youth RT).....22.37

Giant CC Halo Films 10 (Stone, Staffordshire):

1. Rob Pears (ProCycling Magazine RT) ... 20.38
 2. S. Townsend (Radeon Cycle Coaching).....21.31
 3. P. Jones (Severn Valley Cycles).....21.36
 4. L. Jones (EC Cycles).....22.03
 5. S. Cottingham (Cadence RT).....22.21
 6. R. Johnston (Northovers Vet).....22.58
 7. S. Butler (Severn RC).....23.02
 8. S. Snowden (73 Degrees Bicycles).....23.03
 9. A. Cowdry (EC Cycles).....23.13
 10. M. Bradley (Bristol South CC).....23.19

Road racing

Sunday, June 14

Loughborough University Road Race (National Junior Series round six, Long Clawson, Leics):

1. Jack Escritt (HMT Academy-JLT-Condor) 70 miles in 2:49.51; 2. O. Peckover (Sherwood Pines-SRAM) +0.08; 3. J. Ellmore (Mid Shropshire Wheelers) +0.09; 4. A. Hartley (VCUK PH MAS) +0.59; 5. E. Haytor (VC Londres) +1.07; 6. N. Draper (RST RT) +1.09; 7. T. Chandler (Sherwood Pines SRAM) +1.10; 8. J. Fry (RST RT) same time; 9. M. Bostock (Manx Viking Wheelers) +1.13; 10. E. Georgi (Giant CC-Halo) +1.14.

Glendene CC Summer Classic (Great Saling, Essex):

1. Rhys Howells (Richardsons-Trek RT) 141km in 3:20.41; 2. T. Neale (Catford CC Equipe-Banks) +0.15; 3. W. Goulbourne (Corley Cycles-Drops RT); 4. G. Wood (Richardsons-Trek RT); 5. R. Moore (Pedal Heaven RT); 6. K. Brady (Richardsons-Trek RT); 7. L. Carpenter (Catford CC Equipe-Banks); 8. D. Coleman (CC Luton) all same time; 9. L. Chapman (Richardsons-Trek RT) +5-00; 10. O. Lake (Richardsons-Trek RT) same time.

The Tom Anderson Memorial Road Race inc Scottish Cycling Veteran RR Championship (Stenhousemuir, Falkirk):

1. Graeme Cross (TheBicycleWorks) 64 miles in 2:59.46; 2. R. Crook (Edinburgh RC); 3. G. McCrae (Leslie Bike Shop); 4. D. Hines (VC Edinburgh); 5. G. McGarrity (unattached); 6. J. Gartland (GJS Cruise Racing); 7. A. Bruce (Kinross CC); 8. J. Roberts (Pro Vision Cycle Clothing); 9. M. Dunlop (VC Edinburgh); 10. K. Riddle (Moray Firth CC) all same time.

Houghton CC Nissan Circuit Series round 2:

E, 1, 2, 3: 1. Tom Timothy (Achieve-Northside-Skinnergate); 2. B. Rowe (Achieve-Northside-Skinnergate); 3. A. Luhrs (Achieve-Northside-Skinnergate); 4. R. Davis (Sportgrub-Kuota); 5. B. Hetherington (Achieve-Northside-Skinnergate); 6. C. Humphrey (Achieve-Northside-Skinnergate); 7. A. Nixon (Blumilk); 8. J. Rees (Achieve-Northside-Skinnergate); 9. J. Pearson (Team Moda-Anon); 10. C. Anderson (Achieve-Northside-Skinnergate).

Saturday, June 13

CC London Hog Without the Hill Summer Series round three: (Redbridge Cycle Circuit, Ilford, Essex):

Elite men: 1. Lewis Atkins (Pedal Heaven RT); 2. J. Lawless (PMR@toachim House); 3. W. Szlachta (unattached); 4. T. Hargreaves (London Dynamo); 5. M. Clarke (London Dynamo); 6. R. Visser (Danny Shane-Storck Racing).

Elite women: 1. Gabriella Leveridge (Velosure-Starley-Primal); 2. D. Parker (Boom Cycle CC).
Men fourth cat: 1. Joshua Voulters (Rapha CC); 2. G. Garner (Easterley RC); 3. C. Meilandt (Lea Valley CC).

3, 4 women: 1. Rebecca Taylor (CC London); 2. S. Hagan (CC London); 3. I. Rush (WyndyMilla).
Men fourth cat: 1. Sebastian Lewis (Maison Du Velo-Storck Bikes UK); 2. W. Watson (Cycling Club Hackney); 3. B. Maggs (CC London).

Thursday, June 11

Pearl Izumi Tour Series (Round 10, Bath):

Team Result: 1. Madison-Genesis 6:14.38; 2. Pedal Heaven 6:18.03; 3. Raleigh-GAC 6:19.23; 4. Velosure-Starley-Primal 6:22.51; 5. One Pro Cycling 6:30.06; 6. SportGrub-Kuota 6:32.17.

Individual: 1. Marcin Bialoblocki (One Pro Cycling) 1:12.33; 2. T. Horton (Madison-Genesis) +1.27; 3. K. House (JLT-Condor-Mavic) st; 4. S. Von Hoff (NFTO Pro Cycling) +1.46; 5. M. Kneisky (Raleigh-GAC); 6. J. Pullar (Velosure-Starley-Primal) all st.

Chain Reaction Cycles Points Classification: 1. Marcin Bialoblocki (One Pro Cycling) 14pt; 2. M. Kneisky (Raleigh-GAC) 13; 3. T. Horton (Madison-Genesis) 11.

Costa Express Fastest Lap: Ed Clancy (JLT-Condor-Mavic) 1:53.864.

Final Team Standings: 1. Madison-Genesis 112pt; 2. One Pro Cycling 108; 3. Pedal Heaven 93; 4. Raleigh-GAC 78; 5. NFTO Pro Cycling 62; 6. SportGrub-Kuota 57.

Final Points Classification: 1. Morgan Kneisky (Raleigh-GAC) 84pt; 2. T. Stewart (Madison-Genesis) 64; 3. K. House (JLT-Condor-Mavic) 54.

The year's fastest

10 MILES

	Rider	Time	Course	Date
1	Bradley Wiggins (Team Wiggins)	17.58	V718	16/05/15
2	S. Irwin (North Lincs RC)	18.40	V718	30/05/15
3	R. Bideau (Pendle Forest CC)	18.41	V718	30/05/15
4	D. Barnett (drag2zero.com)	18.49	V718	03/06/15
5	D. Barnett (drag2zero.com)	18.50	V718	30/05/15
6	A. Wareham (Team Swift)	18.55	V718	03/06/15
7	E. Bradbury (Cambridge Univ CC)	19.01	H10/17	11/04/15
8	R. Pears (ProCycling RT)	19.01	V718	30/05/15
9	M. Jones (drag2zero.com)	19.01	V718	03/06/15
10	J. Gullen (Velosure Starley Primal)	19.03	L1015	13/06/15

25 MILES

	Rider	Time	Course	Date
1	Keiron Davies (Team NBCC)	47.19	R25/3h	26/04/15
2	M. Bottrill (drag2zero.com)	47.28	A25/11	11/04/15
=3	M. Bottrill (drag2zero.com)	47.31	A25/11	09/05/15
=3	K. Davies (Team NBCC)	47.31	R25/7	10/05/15
5	K. Davies (Team NBCC)	48.03	R25/3l	31/05/15
6	K. Davies (Team NBCC)	48.10	R25/3h	03/05/15
7	R. Sharland (Paceline RT)	48.43	P885/25	14/06/15
8	B. Anstie (73 Degrees Bicycles)	49.01	R25/3h	03/05/15
9	M. Burden (Severn RC)	49.20	R25/7	10/05/15
10	B. Harwood (Terry Wright Cycles)	49.25	A25/11	11/04/15

50 MILES

	Rider	Time	Course	Date
1	Dave Green (Team Velovelocity.co.uk)	1:40.32	E2/50c	13/06/15
2	P. Lawrence (Team Swift)	1:40.33	E2/50c	13/06/15
3	M. Bottrill (drag2zero.com)	1:41.22	J4/16	13/06/15
4	D. Lazenby (Baines Racing Silverstone Cycles)	1:42.00	E2/50c	13/06/15
5	A. Topham (High Wycombe CC)	1:42.18	H50/8	10/05/15
6	D. McGaw (Cambridge CC)	1:43.27	E2/50c	16/05/15
7	G. Taylor (Shorter Rochford RT)	1:43.45	E2/50c	13/06/15
8	M. Smith (Team Velo Velocity)	1:43.48	F1/50b	10/05/15
9	T. Pettinger (Sri Chinmoy CT)	1:43.59	H50/8	10/05/15
10	Richard Gifford (In-Gear Quickvit Trainsharp RT)	1:44.00	E2/50c	13/06/15

100 MILES

	Rider	Time	Course	Date
1	Adam Topham (High Wycombe CC)	3:34.01	H100/88	24/05/15
2	A. Meilak (VeloRefined Aerosmiths)	3:45.12	Q100	14/06/15
3	P. Harrison (GS Henley)	3:45.50	H100/88	24/05/15
4	S. Irwin (North Lincs RC)	3:46.02	D100/2r	25/05/15
5	R. Spink (Bristol South CC)	3:46.21	H100/88	24/05/15
6	J. Wynn (Northover VT)	3:47.42	H100/88	24/05/15
7	K. Tye (VeloRefined Aerosmiths)	3:51.20	Q100	15/06/15
8	N. Haigh (Strategic Lions)	3:52.05	D100/2r	25/05/15
9	S. Williamson (a3crg)	3:52.26	H100/88	24/05/15
10	S. Birnie (Wilkesden CC)	3:52.59	H100/88	24/05/15

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

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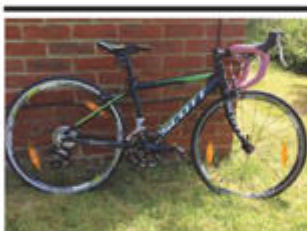
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SCOTT Junior Road Bike 24" wheels, black and green. Only ridden 3 times and in new condition. Has pink bar tape but that can easily be changed. £250 Kent. Tel: 07804 602114. Email: dazyoun1969@gmail.com 25/6



GIANT DEFY ADV 1 Ultergra 10 speed with Di2 upgrade. New chain & cassette. Wheels / tyres / saddle unused. £1950. Poole. Tel: 07738 082525. Email: rayclift@btinternet.com 25/6



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USED CYCLES



FOCUS Focus Izalco Ergoride 3.0 2012 (SRAM Force) - Near mint condition, very lightweight endurance frame, SRAM Force throughout except for SRAM Red chainset. Front shifter doesn't work (brake is fine) and there's a small scratch on the top tube but otherwise it's mint. RRP was £2500 new, I paid £1700 in 2013, it's done no more than 2000 miles and been very well looked after. £999. London SW18. Tel: 07908609214. Email: porkpie@gmail.com 18/6



RALEIGH A beautiful clean rust free example of a Raleigh R20 Shopper with original specification and all components in prime working order. Reason for sale have another in my collection. £170.00. East Twickenham, Middlesex. Tel: 020 8892 8286. Email: mikeasinclair@hotmail.co.uk 18/6



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FELT 2014 Felt Z95 road bike. Black 56cm frame. Shimano Sora 9speed g/set. 50/34 c/set with FSA cranks. Shimano SPD-SL pedals. Includes extras :- elite turbo trainer + riser block, tools, heart rate watch + chest strap, track pump. Immaculate condition never been on the road, sale due to ill health. £400.00. Carlisle. Tel: 07789689854. Email: brian_fell1@tiscali.co.uk 18/6



ORBEA ONIX 54 Frame. Campag Chorus 20 speed groupset. ITM K Sword carbon post and stem. Campag Proton wheelset.. £950. Nr. Trowbridge, Wiltshire. Tel: 07921 551174 25/6



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CERVELO R3 This bike has done no more than 20 dry miles due to my having children. It has been sat in my garage for the past few years. Fantastic spec. Campagnolo chorus group set, Mavic ksyrium wheel set, Size 54cm. Any enquires please contact me, UK only. Sensible offers considered. £1400. NOTTINGHAMSHIRE. Tel: 07779 719073. Email: slhc73@gmail.com 25/6



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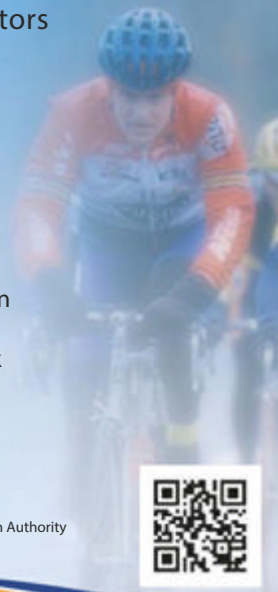
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Dr Hutch

The Doc unpicks the latest Lance Armstrong confession: that he's basically Lord Voldemort

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It's always nice when reality catches up with your own personal fantasies. For several years I've been calling Lance Armstrong 'Voldelance', and hoping it would catch on. In an interview last week, Armstrong himself has compared his position to that of the Dark Lord of the Harry Potter universe.

Comparing yourself to Voldemort, whose aim was to destroy all that was not actively evil, might be seen as setting your personal bar a bit low. It's reminiscent of the Lance fan who tweeted me to say that, whatever he'd done, Lance wasn't as bad as Jimmy Savile or Harold Shipman — both points I'm willing to concede, while feeling that if that's the best your defenders can come up with, you have quite a significant reputation-management problem.

Acts of Cycling Stupidity

I was out for a run last week (yes, I know, sorry) on a riverside path in London, when I saw a rider in the jersey of a London club (OK, since you insist, it was London Dynamo). He was out for a casual ride with the dog, which he had on a lead.

I watched with curiosity as they approached a bollard in the path. The rider went to the right. His best friend went to the left. The bollard did a magnificent job of catching the lead.

The resulting heap of rider, bike, and dog was so funny I didn't even try not to laugh. Happily everyone seemed to survive more or less unscathed, including the intellectual giant of the piece, the bollard.



There is one significant difference between the two. Voldemort was "He who must not be Named"; Lance is more "He who must be talked about. Interminably."

But other than that, Armstrong is right, the similarities between the two men are striking. Seven books; seven Tours. An unhealthy interest in blood. The division of the soul into several parts. A boiling hostility to any idea of remorse.

You can even cast the rest of it. Travis Tygart of US Anti-Doping as Harry Potter. What seems like innumerable team-mates and associates as Draco Malfoy. Johan Bruyneel as the snake, Nagini. Christophe Bassons as one of the well-scrubbed, bright-eyed school kids who gets killed for no particular reason, other than to illustrate just what sort of a character we're dealing with.

It's clear that they are both the axis around which all the evil in their particular worlds revolves. The problem is really the nature of the worlds themselves. Because neither of them actually matters all that much. They are worlds that matter only to small numbers of people whom the rest of the world feels probably ought to grow up a bit and get a proper hobby.

One of Lance's main complaints, as I understand it, is that he's been banned from cycling for life (and, indeed, from all sport, though it's not a life without the click of croquet balls that keeps him awake at night) and that this is unfair. Lots of other people who took drugs got a two-year ban and, often as not, resumed careers somewhere close to where they left off.



Armstrong had a loyal army of Death Eaters during his reign

"Lance is more 'He who must be talked about, interminably'"

He's right. This discrepancy isn't, on the face of it, very fair. Part of it is because of what we might call his aggravated-doping — EPO use that was accompanied by lawsuits, threats and intimidation, rather than all the more chilled-out EPO taking that others were



doing. But part of it is undeniably because of who he is, his role in the sport, and the consequences of his actions for cycling in general.

I don't care very much. First, I'm not taking lectures on fairness from Lance Armstrong. It's too close to being told to get into a bike lane by Jeremy Clarkson. Second, the effective ban is only from competitive cycling, and a few related disciplines. That's it. It's a life-sentence to not do something that 99 per cent of the world doesn't want to do anyway. It's like being exiled from Belgium.

If Lance wants to make a difference in the world, if he wants (as he says) to help the fight against cancer, there are a million other ways to do it. If Lord Voldemort had accepted it was time to give up messianic evil and retrained as, let's say, a checkout operator, I can't imagine very many would have had a problem with that.

If Lance wanted to retrain as Lord Voldemort, I don't think very many people would take exception to that either.

Oh, and, um, no offence meant, Belgium.

CYCLING GREATS

The Hon. Ion Keith Falconer 1856-1887

The Hon. Ion Keith Falconer was one of the first stars of British racing. In an age when the amateur was held in appreciably higher esteem than the professionals — one coach of professional riders of the era claimed the main task of a coach was to keep his riders out of the pub long enough to train — Keith Falconer was, for a few years at least, the best.

He took up cycling at Harrow School, and went on to ride for the Cambridge University Bicycle Club. What really helped his cycling was his height, a cloud-bothering 6ft 3in. In the 1870s, this made him Godzilla. His long legs meant he could ride a bigger wheel on his penny-farthing than anyone else, a massive advantage.

His glory days were the late 1870s. He won the National Championships several times, a 'World Championship' (recognised by whom exactly isn't clear), and perhaps most notably of all, in 1878 he defeated the leading professional of the age, John Keen, who'd been cajoled out of a pub specially. Falconer had forgotten entirely about the race against Keen until a few days before, and decided that since it was too late to actually train, he would merely give up smoking for 72 hours. He set a Land's End to John o' Groats record of just under 13 days, riding his penny-farthing over the rough roads of the era. He often had to walk up to 30 miles into headwinds.

Apart from that, he was a missionary to the East End of London, Cambridge University professor of Arabic, and he wrote the Encyclopedia Britannica entry on shorthand. He died of a fever while doing missionary work in Aden in 1887.





Mont Ventoux

Chris Sidwells looks at one of the most feared and revered climbs in cycling

When mountains get nicknames, you know there's something special about them. When they get two, they are truly outstanding. Mont Ventoux falls into the second category. It's the Giant of Provence, and it's the Bald Mountain. It's a daunting, intimidating Mecca for cycling; a unique place with a dramatic history.

Mont Ventoux is handsome. It towers above the lesser limestone crags of the Vaucluse, and has a road up it just to get to the top. This is not a pass; it's quicker to go around Mont Ventoux. It is a true mountain — and the first to be climbed just because it is there.

The Italian poet and scholar Petrarch

climbed Mont Ventoux on foot in 1336 and recorded the first walk to a mountain summit. As such, he is one of the grandfathers of mountaineering. Not many followed Petrarch at first, so the vast cedar and oak forest that cloaks the Ventoux's flanks were the preserve of wild animals, and from time to time, equally wild men on the run from justice.

Mountain memories

Efforts have been made to tame Mont Ventoux. Its summit is white because its oak trees were felled to build boats for the French Navy in Toulon, but a changing climate meant nothing grew back to replace them. Then, in 1882, an observatory was built on top, where a world record for wind-speed of over 180mph was once recorded.

But Mont Ventoux will never be tamed; it can be benign but is often brutal. Winters are freezing, but Ventoux summers can boil your blood or chill

you to the bone. The weather has helped write Mont Ventoux's story in cycling.

Adolphe Benoit was the first to cycle up Mont Ventoux. He did so in 1902 as part of a demonstration to prove cycling was the quickest way to the top. The first recorded time on the classic Bedoin route was set in 1908 by Jacques Gabriel, who climbed in 2hr 29min to win the Marathon du Ventoux, the first bike race ever held on the mountain.

The Ventoux made its Tour de France debut in 1951, when Lucien Lazarides was first to the top. In 1955 searing heat reduced Raphaël Gémiani to tears, while further down the mountain Jean Malléjac collapsed and was taken to hospital.

Tom Simpson died on the climb during the 1967 Tour de France, and part of this French mountain became British for ever. Thousands visit the Simpson memorial, just two kilometres below the summit, each year. Many pause to pay homage to Tom. I go often as I can and do the same.



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